REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,235.—New Series. BOMBAY:—WEDNESDAY, APRIL 17, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Eight—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASIA, 1,379 Tons, 250 H.P., Commander D. McCallum, will be despatched on SATURDAY, the 20th April ,1872, at noon.

Leave BOMBAY	April 1872. 20	Leave Galle	April 1872. 30
,, Carwar	22		May 1872.
,, Mangalore	23	,, Negapatam	2
,, Cannanore	24	,, Pondicherry	4
,, Tellicherry	24	,, Madras	6
,, Calicut	25	,, Coconada	8
,, Beypore	25	,, Vizagapatam	9
,, Cochin	26	,, Bimlipatam	9
,, Alleppy	27	,, Gopalpore	10
,, Tuticorin	28	,, False Point	11
,, Colombo	29	Arrive CALCUTTA	13

This route is the most expeditious and economical for Passengers for the Neilgherrie District, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship ETHIOPIA, 1,132 Tons, 200 H. P., Commander T. Sandes, will be despatched on FRIDAY, the 26th April 1872, at noon.

Leave BOMBAY	April 1872. 26	Leave BUSSORAH	May 1872. 15
Arrive Kurrachee	29	Arrive Fao	,, 19
,,	May 1872	,, Bushire	,, 17
,, Guadur	,, 1	,, Linga	,, 20
,, Muscat	,, 3	,, Bunder Abbas	,, 22
,, Bunder Abbas	,, 5	,, Muscat	,, 23
,, Linga	,, 7	,, Guadur	,, 25
,, Bushire	,, 9	Leave Kurrachee	,, 27
,, Fao	,, 11	Arrive BOMBAY	,, 31
Arrive BUSSORAH	,, 12		

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every FRIDAY from January 26th, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander J. Gavin, will be despatched on FRIDAY, the 19th April, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH RUSSIA, VIA SUEZ CANAL.

THE RUSSIAN STEAM NAVIGATION, TRADING, and ODESSA RAILWAY COMPANY have established a REGULAR SERVICE between ODESSA and BOMBAY.

In accordance with the above Notice, the Steam-ship NACHIMOFF, 400 Horse Power, 2,210 to s, Captain Fortounoff, has left Odessa for Sunday, on the 23rd instant, and is expected here about the 15th of April next. The Nachimoff will have quick despatch, and will be followed by the new first-class steamer AKSAI, Captain Wyer, leaving Odessa about the 7th of April next.

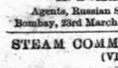
Cargo taken for Odessa, Constantinople, Aden, all Continental Ports in general, London and Liverpool.

Shippers to Russia are informed that from the 27th February 1871 a direct Goods Service by Rail has been established between Odessa, Moscow, and St. Petersburg at reduced rates.

For Freight and Pass ge apply to

H. B. MANJEE, TOUCHE, & Co.,
Agents, Russian Steam Nav., Trading, and Odessa Ry Co.
Bombay, 23rd March 1872.

STEAM COMMUNICATION WITH ITALY.
(VIA SUEZ CANAL.)



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.
The regular Steamers leave

GENOA on the 24th, and of each month. BOMBAY on the 1st

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	
Suez	36	22	8	Sailing Vessels.
Port Said	36	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transshipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—

PERSIA, on WEDNESDAY, 1st May 1872.
INDIA, on SATURDAY, 1st June 1872.

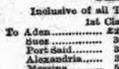
The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.
Bombay, 30th September 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.



The Company intends to despatch every month a Steamer from TRIESTE to BOMBAY and vice versâ.

The next Steamers from Bombay will be the ARETUSA, 1,280 Tons, about 10TH MAY, and the SPHINX, 1,600 Tons, about 10TH JUNE. These Steamers have only limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY PER ARETUSA, SPHINX AND APIS.

	Cabin.	Deck with Food.
To Trieste	£40	£19- 0
To Port Said	£30	£14- 8
To Suez	£28	£13- 7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

The rates for Cabin Passengers include food and table wine, transit through Egypt, fees and free conveyance of 3 cwt. luggage. For Baggage in excess £4 per Ton is charged.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

There is also a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versâ*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of Passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers from Alexandria to Southampton, at a charge of 10s. per cwt., for the regulated allowance of 3 cwt., and of 30s. per cwt. for excess weight (both exclusive of transit through Egypt), to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned grants also Passage Tickets for the steamers plying between Alexandria and Trieste, and for the Railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE.

First Class.....£13 | Second Class £9

Children under 10 years at Half Fare ; under 2 years, Free.

REDUCED FARES FOR FAMILIES, consisting of not less than 3 adult members travelling together :—First Class, £10-16 per head ; Second Class, £7-10 per head.

Personal Baggage allowed Free : 1st Class 200 lbs., 2nd Class 130 lbs., overweight 10s. per 100 lbs.

Railway Tickets, from SUEZ to ALEXANDRIA, with all the privileges of Passengers by the P. & O Co. :—First Class, £3 ; Second Class, £2. Children over 3 and under 10 years at Half Fare. Free Baggage—1st Class 2 cwt., 2nd Class 200 lbs., overweight 7s. per cwt.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.
Bombay, 13, Meadow Street, 13th April 1872.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 22nd April, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. DELHI, (2,178 tons and 400 H.P.) Captain C. J. Wilkinson, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 23rd April, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. HINDOSTAN, (3,113 tons and 600 H.P.), Captain N. Rossell, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Saturday, the 20th April

GEORGE F. HENRY, Superintendent.

STEAM TO LIVERPOOL.
S.S. NEERA.

THE Steam-ship NEERA, 2,200 Tons, 300 Horse Power, C. C. Cohen, Commander, will sail for LIVERPOOL VIA SUEZ CANAL, on or about the 29th May.

Passengers for the Continent will proceed from Egypt by the Steamers of the Adriatico Orientale Company to Brindisi and Venice.

Rates of Fare for Passengers.				
To Liverpool, via Suez Canal	1st Class	Rs. 500		
Do. do.	2nd ,,	,, 350		
To Suez	1st ,,	,, 350	Exclusive of Wines.	
Do. do.	2nd ,,	,, 225		
To Venice, including Railway Fare through Egypt	1st ,,	,, 505		
Do. do. do.	2nd ,,	,, 333		
To Paris	1st ,,	,, 551		
Do.	2nd ,,	,, 360		

STEARNS, HOBART, & Co.
Rampart Row, 15th April 1872.

LIVERPOOL, VIA SUEZ CANAL.

FIRST CLASS FARE .....Rs. 450
SECOND CLASS FARE..... ,, 300

THE steamer PETERSBURG, 1,609 Tons, A. Blaik, Commander, will sail HENCE for LIVERPOOL about May 3rd, 1 72, and has excellent accommodation for Passengers.

For Passages only, apply to the Undersigned, who will supply all information.

Plans of the Cabins can be seen in our Office.

JOHNSON & Co.,
Ship Brokers.
Nesbit Lane, Fort, Bombay.

The Steamer LETTH, 1,780 Tons, will follow about the 20th May.

LIVERPOOL, VIA SUEZ CANAL.
S.S. BELLONA, 1,913 Tons, 300 H.P.
(To leave on 10th May).

THIS well-known and favourite Steamer (which passed the Canal inward on 7th inst.) will be DESPATCHED to LIVERPOOL on the above date. She has excellent and well ventilated accommodation for a large number of First-class Passengers, and carries a Doctor and Stewardess. Passage gratis. No exclusive of Wines and Spirits, which, however, are obtainable on board. Further particulars can be obtained from Messrs. JOHNSON & Co., Ship Brokers, or from

WALLACE & Co., Agents.
Bombay, 15th April 1872.

"WILSON LINE."
LIVERPOOL, VIA SUEZ CANAL.
OTHELLO, 20TH MAY.

THIS Magnificent New Steamer, A 1 18 Years, 2,500 Tons Register, 2,000-Horse Power Effective, built expressly for the Indian Trade, will leave Bombay about the 20th May. The OTHELLO has splendid Cabin accommodation amidships, and a spacious and airy Saloon, 40 by 20 feet on the Upper Deck, with an overhanging Deck all round to secure protection from the sun. Everything has been done in the building of this Steamer for the comfort and health of Passengers. She is well ventilated, has a separate fitting Saloon for Ladies, with adjacent Sleeping Cabins, Bath Rooms, Smoking House, Piano, &c.

First Class .....Rs. 500
Second Class ..... ,, 300

Early application for Passage should be made to

GRINDLAY, GROOM, & Co.

N.B.—The following Steamers of the WILSON LINE will also have despatch about the dates named :—

THOMAS WILSON	About 26th April.	
PALERMO	,, 26th ,,	
URBINO	,, 26th ,,	
WALAMO	,, 20th May.	

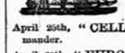
LIVERPOOL, VIA SUEZ CANAL.

FARES :

FIRST CLASS.....£45

Children under 10—Half Fare
Ditto 3—Free
European Nurses.....£25.
Ayahs .....£15.

Exclusive of Wines, Beer, &c., but including Cabin Furniture, Bedding, Linen, Towels, &c.



MESSRS. HUGHES and NEPHEW'S STEAMERS will sail from Bombay as under :—

April 25th, "CELLA," 2,000 Tons, 300 H.P., Jeffrey, Commander.

April 30th, "EUROPEAN," 2,600 Tons, 450 H.P., Adrams, Commander.

May 10th, "BELLONA," 1,900 Tons, 300 H.P., Power.

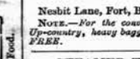
These magnificent Full-powered Steamers are splendidly fitted up with spacious Saloon, roomy Cabins, and every comfort. Each Steamer will carry a Surgeon and Stewardess.

For Passages only, apply to the Undersigned, who will supply all information.

JOHNSON & Co.,
Ship-Brokers.
Nesbit Lane, Fort, Bombay.

Note.—*For the convenience of intending Passengers residing Up-country, heavy baggage may be sent to us, and will be shipped FREE.*

STEAMER TO THE MALABAR COAST.



THE BRITISH INDIA STEAM NAVIGATION COMPANY will DESPATCH the Steamer EUPHRATES, 803 Tons, 120 H.P., Commander C. D. Hutchison, to the undermentioned PORTS, on WEDNESDAY, the 17th April 1872, at 4 P.M., returning to Bombay on the 28th April 1872 :—

BUTNAGHERRY.	TELLICHERRY.
VINGORLA.	CALICUT.
CARWAR.	COCHIN.
MANGALORE.	ALLEPY.
CANNANORE.	

For Freight and Passage apply to

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	8 0	2 4	3 0	3 0
Second Class	0 12	1 0	0 0	0 12	0 12
Third Class	0 6	0 6	0 6	0 9	0 9

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.
No. 33, Meadow Street, Bombay.

THE BUDGET OF INDIA
in a Neat and Convenient Form for Reference.
To be had at the *Bombay Gazette* Office.

FOR SALE,

INDIA TO ENGLAND BY THE LEVANT
AND THE DANUBE.
Reprinted from the *Bombay Gazette*.

Price—ONE RUPEE.

May be had at the *Bombay Gazette* Office, and from Messrs. Thacker, Vining & Co.

G'S LINIMENT,
An infallible curative of Mange and other Skin Diseases in Horses, Dogs, and Cattle.

An unprecedented number of Testimonials have been received, certifying its efficacy. No owner of animals should be without it.
Per Bottle—Rs. 2.

D. S. KEMP and Co.

RIMMEL'S CHOICE PERFUMERY, patronised by all the World.

Rimmel's Lilaro-Irlang, Vanda, Henna, Jockey Club, Frangipane and other Perfumes of exquisite fragrance.

Rimmel's Lavender Water, distilled from Mitcham Flowers.

Rimmel's Toilet Vinegar, celebrated for its useful and sanitary properties.

Rimmel's Extract of Lime Juice and Glycerine, the best preparation for the Hair, especially in warm climates.

Rimmel's Dugong Oil Soap, perfumed with Australian Eucalyptus.

Rimmel's Glycerine, Honey, Windsor, and other Toilet Soaps.

Rimmel's Rose Water Costume and Floral Caskets, very amusing for Balls and Parties.

Rimmel's Violet, Rose-leaf, Rice, and other Toilet Powders. A liberal allowance to Shippers.

Eugene Rimmel, Perfumer to H.R.H. the Princess of Wales, 96, Strand, 128, Regent Street, and 24, Cornhill, London, 17, Boulevard des Italiens, Paris; and 76, King's Road, Brighton.

Sold by all Perfumery Vendors.

SALES BY AUCTION.

MENESSE AND COMPANY.

TO-MORROW THURSDAY, the 18th instant, Messrs. MENESSE and Co will hold their usual Weekly Auction Sale at their Rooms, of a quantity of Grey, Coloured and White Piece Goods, Twist, &c., &c.

11 Bales Grey Shirtings, 7/8¼ lbs.
3 do. Grey T. Cloths.
5 Cases White Lappets.
3 do. Colourer Sarries.
1 Bale Turkey Red Yarn.
3 Cases Coloured Prints.

A few articles of Blackwood Carved Household Furniture of a Gentleman leaving the Presidency.

20 Reams Machine made Demy 23 lbs.
29 ,, Fine Cream Laid large Post 13 lbs.
101 ,, ,, Wove Foolscap, 11 lbs.
28 ,, Royal Printing, 26 lbs.

On account and at the risk of Allibhoy Abdool Kurjun—
44 Reams Cartridge Paper for Native Account Books, 40 and 52 lbs.

On account and at the risk of Abdul Ali Meya Sahib Suruffali—
24 Reams Cartridge Paper for Native Account Books, 40 lbs.

On account of the Underwriters, ex s.s. Virago
I. T—C 8—1/2—2 Bales damaged China Silk 20 bundles.
A G—C 8—1/3—1 do. do. do.

On account and at the risk of the first purchaser Abdoolally Mya-shib Suruffa ly, ex s. s. Welsimo—
N & B W—B—98-94—5 Bales Casing Papers.
280-94—5 ditto ditto
270-74—5 ditto ditto

By order of the Official Liquidators of the European Assurance Society.
A quantity of Office Furniture.
On account of the concerned—
3 Brass Bedsteads.

MENESSE Co.
Bombay, 17th April 1872.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

TO-NIGHT, WEDNESDAY, 17TH APRIL.

GOOLNAR THE CHASTE,
WITH
A LAUGHABLE FARCE.

PRICES OF TICKETS AS USUAL.

Doors open at 7-30 P.M.; Performance commencing at 8-30, sharp.

TAILORING ESTABLISHMENT.

THIN TWEEDS
FOR THE PRESENT HOT SEASON.

150 Patterns to select from, of the thinnest texture and newest designs.

Trousers	... ...	...	Rs. 12 8
Sac Coat	... ...	...	,, 24 0
Suit complete	... ...	...	,, 36 8

DRILLS.

Plain and Striped American Cotton Drills for Office Wear.

White Drill Trousers	... ...	...	Rs. 6 8
,, ,, Sac Coat	... ...	...	,, 11
Suit complete	... ...	...	,, 17 8
Fancy Striped Drill Trousers	... ...	...	,, 7 8
,, ,, Sac Coat	... ...	...	,, 17 0
Suit complete	... ...	...	,, 24 8

SHIRTS.

Real Oxford Mixture Shirts with Collars attached, washed and dressed ready for use, per doz. Rs. 66 0
Fine White Long Cloth Shirts, per doz. 45 0
Fine White Long Cloth Shirts, pure Irish Linen Fronts and Wristbands ... ... 55 0 to 80 0
Dress Shirts, Fancy French Lawn Fronts, ... 7 0 to 9 8
Fancy Striped Long Cloth Shirts with Collar attached, per doz. ... ... 55 0 to 65 0

BANIANS.

Gent's thin Indian Gauze Cotton Merino finish Under Shirts.

With Sleeves ... ... } per doz. Rs. 24 0
With half Sleeves ... ... }
Without Sleeves ... ... }

Gent's thin Indian Gauze Real Merino Under Shirts.

With Sleeves ... ... } per doz. Rs. 44 0 to 52 0
With half Sleeves ... ... }
Without Sleeves ... ... }

Anglo-Indian Silk and Wool Under Shirts, beautifully soft and fine, warranted the best London Make. Price each ... ... 6 0 to 7 8
Gent's Real Merino Under Shirts, rather thicker than the above makes, fit for hill wear. Price per dozen ... ... 48 0 to 65 0

HOSIERY.

Thin Unbleached Cotton Socks, per doz.			Rs. 5 8
Thin Unbleached Cotton Socks, double thread heels and feet, per doz	... ...	...	... 10 8 to 15 0
Thin Lisle Thread Unbleached Socks, double thread heels and feet	... ...	...	... 13 0 to 16 8
Fancy Striped Cotton Socks, double thread heels and feet, fast colours	... ...	...	... 10 0 to 22 0
Fancy Striped Lisle Thread Socks, double thread heels and feet	... ...	...	... 16 0 to 17 8
Brown Balbriggan Socks, double thread heels and feet, beautifully soft and light	... ...	...	... 12 0 to 20 0

A large assortment of Linen Collars and Fancy Ties and Scarves.

The above Goods are specially imported for the present Season, and will be found thin and cool, yet thoroughly serviceable.

10 PER CENT. DISCOUNT FOR CASH.

J. & W. WATSON & CO.,
9 & 10 CHURCH GATE STREET, and 21 & 22 RAMPART ROW,
(*Late of Hummum Street,*)
BOMBAY.

NEW MUSIC.
AT ENGLISH PRICES.

SONGS.

			s. d
Bird of the Wilderness	..	...Land ...	... 3 0
Only	..	..Gabriel...	... 4 0
'Twas but a Dream	...	... Tours ...	... 3 0
I'm a Merry, Laughing Girl	...	... ...	... 3 0
I am Thine, only Thine	...	...Benedict	.. 3 0
Fairy Boat	..	...Tully ...	... 3 0
Wishes	...	...Holm's ...	... 3 0
Sweet Love, Good Night...	...	... Hatton ...	... 4 0
Nearest way Home ...	...	...Arditi ...	... 4 0
Magic of Music... ...	...	...Levy ..	... 4 0
King and the Beggar Maid	...	... Do ...	... 3 0
I'm a Timid, Nervous Man	...	...Cherry ...	... 3 0
Ye Happy Birds ...	...	...Gumbert	... 2 6
Mignonette	...	...Champion	... 4 0
We Yet May Meet Again	...	...Hime ..	... 3 0
Croquet (Ladies' version)	...	...Davis ...	... 3 0
Do. (Gentlemen's do.)	...	... Do ...	... 3 0
Tinsil Little Maid ...	...	...Glover ...	... 3 0
Ill-gifted Ring ...	...	...Benedict	... 3 0
Tripping through the Meadows		...Watson ...	... 3 0
Two in the Morning ...	...	...Marriott...	... 3 0
Summer Roses ...	...	...Glover ...	... 4 0
Winter Evergreens ...	...	... Do. ...	... 4 0
What Will To-morrow Bring ...		...Hobbs ...	... 3 0
None can Tell	...	...Al'en ...	... 3 0
Weary	...	...Gabriel ..	... 4 0
My Ancestors were Englishmen		...Hobbs ...	... 3 0
The Flower Girl ...	...	...Godfrey...	... 3 0
I dreamt I was Queen of the Air		...Glover ...	... 3 0
Only Come	...	...Tours ...	... 3 0
Nora's Courtship ...	...	...Watson ...	... 3 0
Like Yon Bright Orb ...	...	...Hobbs ...	... 3 0
The Nightingales are Singing	...	...Abt ...	... 3 0
The Crier, or Lost Heart	...	...Hobbs ...	... 3 0

DUETTS

Adieu to the Woodlands	..	...Abt ...	... 2 6
Two Merry Minstrels ...	...	...Glover ...	... 4 0
Good-bye at the Door ...	...	... Do. ...	... 3 0
The Ties of Friendship	...	...Benedict...	... 3 0
The Fairy Boat ...	...	...Tully ...	... 3 0

WALTZES.

Golden Beauty	.. ...	.. Godfrey...	... 4 0
La Muraka ...	... ...	... Do. ...	... 4 0
Flower Girl ...	... ...	... Do. ...	... 4 0
Only... ...	... ...	...Richardson	... 4 0
Dolly Varden Polka ...	... ...	...Levey ...	... 3 0
Escort Galop... ...	...	...Godfrey...	... 4 0

A large collection of brilliant pieces for the Pianoforte.

Up-country Orders must be accompanied with a Remittance in Stamps, and One Anna for each Piece for Postage.

SOUNDY & Co.,
MUSIC SALOONS,
BOMBAY.

NEW ADVERTISEMENTS.

CONTINENTAL STATE LOAN
AND
PREMIUM PRIZE AGENCY.

CIRCULAR.

WE beg to offer the following BONDS (guaranteed by their respective Government), payable to bearer and without further liability. They are excellent and safe investments. While offering the most splendid chances of obtaining a large Fortune in the shape of a Capital Prize, they must even, if not so fortunate, eventually be drawn with a smaller one, being about the value of the investment, which therefore never is lost. Moreover, some of the Bonds in addition bear interest (Coupons attached), which will be cashed through the undersigned.

Bonds.	Highest Prize about.	Cost.
	Rs.	Rs.
Milan 10 francs. Drawings 16th March, 16th June, 16th September, 16th December	10,000	25
Freiburg 15 francs. Drawings 15th May and 15th November	15,000	40
Finland 10 thaler. Drawings 1st May and 1st November	70,000	75
Town Milan 45 francs. Drawings January, April, October, and December	40,000	80
Brunswick 20 dollars. Drawings February, May, August, and November	120,000	100
Elec oral Hessian 40 dollars ½ Bond. Drawings June and December *Bonds bearing Interest.*	50,000	100
Madrid 100 francs 1869 3 per cent.	40,000	100
Turkish Railway 40 francs 1870 3 per cent.	240,000	160
Austrian 500 florins 1/5 Bond 1869 5 per cent	250,000	150

VAS & Co.

No. 1, Oak Lane, Fort, Bombay, April 1872.

N.B.—Any other Government Bonds and Shares may be had through the above House.

☞ Agents wanted in Principal Cities and Towns. Liberal Commission is allowed.

CONSIGNEES of CARGO per Steamer DURLEY, Lenham, Master, from Liverpool, are requested to SEND BILLS of LADING and DELIVERY ORDERS for our Counter-signature and to TAKE DELIVERY of their respective GOODS from the Bunders.

RITCHIE, STEUART, & Co., Agents.
16th April 1872.

NOTICES.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which on the two Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business, on the notice of the Public, all alike value the privilege of Railway Station Advertising.

Although some of the branches of business thus included within the scope of the Company's operations may offer the prospect of a higher rate of profit, still the Directors, having in view the great advantages of a steady and perfectly secure business, have determined to invest nearly the whole of the new Capital in mortgages on Land and other property, and the Directors intend that three-fourths of the paid-up Capital shall in future be so invested.

The Dividends declared by the Company have been as follows :—

1869	5 per cent. Dividend
1870	6 ,,
1871	7 ,,

During the year 1871 the net earnings of the Company amounted to 12 per cent. on the Capital.

The Directors have no intention of calling up more than Rs. 100 per share.

The sum of Rs. 100 per share will be payable on the new issue of shares, and on payment of the same at once or by the following instalments the applicant will be entitled to the shares allotted :—

On application	Rs.	10
On all tment	,,	20
On 1st August	,,	20
On 1st October	,,	20
On 1st December	,,	30

In the event of non-payment on the above dates by any shareholder of any instalments due on account of shares provisionally allotted to him, the deposit and any instalments already paid will be liable to forfeiture. The new issue will not be entitled to a share in the profits of the Company during the current year, but will receive interest at the rate of 6 per cent. on the respective instalments from the dates of payment.

The number of shares to be allotted is 7,000, and a portion of them, if is intended, shall be issued in London.

Applications for allotment if accompanied with a remittance or deposit of Rs. 10 per share will be received by the Undersigned up to 30th April.

Applications for allotment must be made in the form following. In the event of no allotment being made the deposit Paid will be returned.

Printed copies of the Memorandum and Articles of Association of the Company and of the Balance Sheets for the years 1867 to 1871 inclusive, may be seen on application to the Undersigned.

FORBES & Co.,
Secretaries and Treasurers.
Bombay, 27th March 1872.

FORM OF APPLICATION.

To THE DIRECTORS OF THE MALABAR COMPANY, LIMITED.

Gentlemen,

Referring to your issue of new shares in the above Company, I request you to allot me shares, and I hereby agree to accept the same or any smaller number that may be allotted to me, and to pay the amount payable thereon according to the terms of the Prospectus dated the 27th day of March 1872.

Name (in full) _____
Address _____
Profession _____
Date _____
Signature (in full) _____

N. V. CURRANEE & CO.

UNDERTAKE to LAND, SHIP, CLEAR, and FORWARD GOODS, PARCELS, and PACKAGES to EUROPE and INDIA, with QUICK DESPATCH and at LOW CHARGES.

GEO. W. WHEATLEY & CO.,
19, 20, & 23, SASSOON'S BUILDINGS,
BOMBAY,

RESPECTFULLY request special attention to the following Branches of their Business :—

TRANSIT AND GENERAL SHIPPING.

Parcels, Packages, and Merchandise despatched by quickest Mail Steam Routes, Railways, and Clipper Ships to all parts of the World. Every description of Custom House Business, Shipping, Bonding, and Clearing, outward and inward. Contractors for General Annual Carting and Shipping. Estimates for through conveyance to all Railway Stations in Europe, America, and Australia.

PASSENGER.

Passages engaged, Cabins selected, Berths fitted, Outfits obtained. Baggage collected, packed, addressed, and shipped. European Servants and Ayahs procured. Letters received to await arrival of Addressees. Passengers met. Luggage landed, cleared, carefully delivered, or safely warehoused. Passports and Visas obtained. Telegraphic Messages undertaken.

INSURANCE.

Postal, Railway, Marine, Life and Fire, through the first Underwriters at Lloyd's, and old established Companies.

BANKING AND MONETARY.

Invoices collected against Delivery of Goods. Pay, Pensions, Fund, Furlough, and Retired Allowances, Annuities, Dividends, Coupons received and remitted under Power of Attorney. Cheque Books supplied to Constituents in England and India. Investments and sales effected in stocks and other Securities. Letters of Credit and Circular Notes obtained. Family Periodical Remittances arranged.

INDENT, SUPPLY, AND COMMISSION

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON,

SLIGHT inquiry for Mofussil Press shares. Land and Bank of Bombay shares steady. Government Paper advancing.

SALES AND PURCHASES.

The following sales are reported to have been made by European firms yesterday :—

PIECE GOODS.

				Rs. A. P.
800 pieces Grey Shirtings		40 inch 39 yds.	7 lbs.	4 11 6
650 ,, ,, ,,		40 ,, 39 ,,	8¼ lbs.	5 9 6
1,000 ,, ,, ,,		40 ,, 39 ,,	8¼ lbs.	5 9 6
1,650 ,, ,, Madapollams		32 ,, 24 ,,	3 lbs.	2 3 3
1,200 ,, ,, ,,		32 ,, 24 ,,	3 lbs.	2 3 0
1,870 ,, White Lappets		42 ,, 10 ,,		2 3 0
750 ,, ,, Tanjibs		36 ,, 20 ,,		1 11 0
360 ,, ,, G. Prints		33 ,, 24 ,,		4 13 0
120 ,, ,, ,,		33 ,, 24 ,,		5 2 0
180 ,, ,, ,,		33 ,, 24 ,,		4 10 0

COTTON.

75 candies	New Broach, M. G. without sel...	Rs.	270-72
25 ,, ,,	Vingoria ready	,,	240
25 ,, ,,	Verungaum ,,	,,	264
225 ,, ,,	Hingunghaut, without sel	,,	283
100 ,, ,,	Dhollera, ready	,,	257-58
25 ,, ,,	M. G., Broach without sel	,,	282½
25 ,, ,,	Nerial, ready	,,	2 1
150 ,, ,,	S. G. Dharwar 45 days	,,	280
75 ,, ,,	Verungaum ,,	,,	265
25 ,, ,,	Barsee ready	,,	258½
250 ,, ,,	Barsee ,,	,,	274
250 ,, ,,	Akola F. P. B.	,,	262
250 ,, ,,	S. Dharwar 15 days	,,	280
25 ,, ,,	Compta ready	,,	243
150 ,, ,,	Oomrawuttee ,,	,,	274½
100 ,, ,,	Barsee ,,	,,	274
25 ,, ,,	Veravul ,,	,,	227

YARNS.

40 bales	Mock Water, No.	40 ...	...As. 11¼ to 11¾	per cwt.
14 ,,	Water ,,	30 ...	... ,, 12 5/16	,,
5 ,,	,, ,,	36 ...	... ,, 13¾	,,
9 ,,	T. Red ,,	30/50	... ,, 23½	,,

METALS.

230 Cwts Steel in Faggots .. ..Rs. 8 per cwt.

DAILY IMPORTS.—16TH APRIL.

FROM LIVERPOOL.

Cella (s), 5 hdds. port wine, Nasserwanjee Framjee Dhondy.
European (s), 1 hdd. sherry wine, Finlay, Scott & Co.; 35 kegs sulphate of copper, Vizbhoocundas Amrutlall.

FROM LONDON.

Urbino (s), 16 cases paper, Essoofally Abdoolally; 84 cases pastor, Lafond Brothers; 25 cases oil of vitriol, Jamsetjee Nowrojee; 40 cases matches, Tyabally Surufally & Sons; 79 packages oilmanstores, Bolton & Co; 50 runlets coal tar, Sheikhboy Allibhoy; 129 casks ale, James Bogie; 18 packages paper, The London Asiatic and American Company.
Palermo (s), 9 cases oilmanstores, Hutchison Dods & Co.
Ardjowan, 11 cases oilmanstores, 2 cases boots, and 2 cases cheese, Bamanjee Ruttonjee's Sons; 294 boxes brandy, Nowrojee Ardaseer & Sons.
Florence, 5 cases claret, 32 cases burgundy, 2 cases champagne, 3 cases sherry, and 5 cases wine, H. Nowrojee.
Anazi, 100 cases claret, Cutler, Palmer & Co.

FROM GENOA.

Arabia, (s), 100 cases brandy, Cowasjee Brothers.

DAILY EXPORTS—16TH APRIL.

FOR LIVERPOOL.

Knight Commander, 100 bales cotton, H. Bomanjee Touche and Co.; 200 bales cotton, Kunkler Preiswerck & Co.; 100 bales cotton, Gadiam & Co.
Westminster, 199 bales cotton, H. Bomanjee Touche & Co.; 200 bales cotton, E. Spinner & Co.
John Stanley (s), 1,100 bags myrabolliams and 1,200 bags linseed, Ralli Brothers; 67 bales cotton, A. Blascheck & Co; 1,000 bales cotton, W. Nicol & Co.
Augusta, 16 bales cotton, Mulhooradass Goculdass; 70 bales cotton, Lalljee Inderjee.
Lorne (s), 15 bales wool, Rehemoobhoy Mahomed; 70 bales cotton, Bhoorsa Nursingdass; 105 bales cotton, Seewgrass Ballapursad; 5 bales cotton, Jaitha Vuria; 36 bales cotton, Otumchund Meeranjee; 7 bales cotton, Canudeey Premjee; 15 bales hides, Mahomed Ebrass; 12 bales wool, Canjee Khetsee; 25 bales cotton, E. Spinner & Co.
Thomas Wilson (s), 85 bales cotton, Bhowan Ramjee; 30 bales cotton, Pamanund Luckmeedass; 15 bales cotton, Nesserwanjee Manockjee & Co.
John Middleton (s), 25 bales wool, Nesserwanjee Manockjee & Co.; 26 bales cotton, Somechund Mitha.
Cella (s), 38 bales cotton, Somechund Mitha; 45 bales cotton, Dossmursee Tuckersee; 9 bales cotton, Nesserwanjee Manockjee and Co; 44 bales cotton, C. S. Nadershaw; 50 bales wool, Khimjee Ramjee; 100 bales rags, Mahomed Futtaj; 19 bales cotton, Gungutrao Vasudeo; 10 bales wool, Hurry Dhurrumsey; 10 bales wool and 9 bales cotton Khimjee Valljee; 104 bales goats hair, Morarjee Vullubdass and Co Mahsel, 60 bales cotton, Mahomed Mulchand.
Commodore (s), 60 bales cotton, Finlay, Muir and Co.; 1,000 bales coir yarn, Finlay, Scott and Co.
Forenzi (s), 1,500 bales cotton, W. Nicol and Co.
Berar (s), 250 bales cotton, Stearns, Hobart & Co.; 65 bales wool, Finlay, Scott & Co.
Paterno (s), 100 bales cotton, Gordhundass Pursotumdass; 200 bales cotton, Nanabhoy Vurjevandass; 103½ bales cotton, Framjee Sands & Co.
European (s), 200 bales cotton, Richard Martin & Co; 100 bales rags, Mahomed Futtay; 200 bales jute, Dyall Bhanjee; 799 pieces old rope, Ball Brothers.—Gr. mar. G. Masters.
Elgin (s), 100 bales cotton, Killick Nixon & Co.

FOR LONDON.

Stowell (s), 9 bales hides, Mahomed bin Sullamon; 1,000 cases oilbarun, Ralli Brothers; 10 bales hides, Razula Casumjee Boy; 18 bales hides, Cassumbhoy Nunjee; 24 cases dry ginger, Malsee Devjee.
Delhi (s), 5 bundles E. teeth, Afdool Rehmon Ahmed; 25 pieces E. teeth, Abdoolrahmon Ahmed; 7 bales hides, Rahmon Russoobhoy.

FOR HAVRE.

Minden, 309 bales cotton, Jules Siegfried & Co; 1,000 bales cotton, George Lockhart & Co.

FOR HONGKONG.

Hindostan (s), 1,400 bundles iron bars, Jairazbhoy Peerbhoy; 105 bales cotton, Dewjeebhoy Goolam Hussen; 101 bales cotton, Ramdass Khimjee; 30 packages red raisin, Gowabhoy Somjee; 100 cases sharkfins, 101 packages bysabole and 2 cases horsehole, Ladauk Dattoo; 58 bales white twist, Rahimbhoy Alladinbhoy; 96 bundles sharkfins, Hassonbhoy Lalljee.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.

OFFICE—16TH APRIL, 9 P.M.

Latest dates from United Kingdom.

Via Russia, 16th April, 11-3 A.M., Greenwich time. Time in transit, 2 hours 59 minutes.
Via Red Sea, 16th April, 1-55 P.M., Greenwich time. Time in transit, 1 hour 2 minutes.

Latest dates from Continent of Europe.

Via Turkey, 15th April, 10 P.M., Greenwich time. Time in transit, 13 hours 18 minutes.

Latest dates from America.

Via Russia, 16th April, 7 A.M., Greenwich time. Time in transit, 3 hours 33 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 15th to 9 P.M. of the 16th April is as follows:—

	To Bombay.	Max.	Min.
From Calcutta		8 38	0 9
,, Galle		18 42	8 59
,, Karrachee		2 53	0 5
,, Madras		4 47	0 14

TELEGRAPH LINE REPORTS.

KURRACHEE, 16th April, 9 P.M.—Latest dates from United Kingdom, via Russia, 16th April, 11-15 A.M. From Continent of Europe, via Turkey, 15th April, 10 P.M. From America, via Russia, 16th April, 7 A.M. Cable right to Fao; Turkish line right to Fao, Persian line right to London.

SHIPPING.

DAILY FREIGHT REPORT—16TH APRIL.

London	Cotton	£2 17s. 6d.	Nominal.
	Cases	£2 17s. 6d.	do.
	Seeds	£2 15s. 0d.	do.
Liverpool	Iron Ships Cotton	£2 0s. 0d. to £2 5s.	0d.
	Wooden Ships ,,	£2 0s. 0d. to £2 5s.	0d.
	Myrabolms & Coir bills	£1 10s. 0d.	
	Seeds	£1 10s. 0d.	
Havre	Cotton	£2 17s. 6d.	
Overland	Cotton	£2 15s. 0d. to £3	
Liverpool	via Suez Canal	£1 15s 0d. to £1 17s. 6d.	
China	Steamer Cotton	Rs. 3 per bale.	
	Opium	Rs. 25 to 30 per chest	
	Sailing Ships	Rs. 4 per bale nominal	
Calcutta	Salt	Rs. 5 0 0 per ton	
Calcutta to Bombay		Rs. 20 and Calcutta Port charges	
Mauritius		Nothing doing.	

ARRIVALS.

April	Vessel.	Commander.	From
16	Durley (s)	Lunham	Liverpool, March 10.
	Lord Clyde (s)	Kingcome	Cutch, April 14.
	Infante Don Jao (s)	Vizgarda	Goa, April 11.

DEPARTURES.

April	Vessel.	Commander.	Destination.
16	Beethoven (s)	Cumming	Rangoon.
	Pearl (s)	Morrison	Malabar Coast.
	Commodore (s)	Morrison	Liverpool

The following vessels obtained their port clearances yesterday :—
Brig Hydrose, Nacoda, to Cochin.
Brig Good Success, Nacoda, to Tuticorin and Negapatam.
Steamer Urbino, Todd, to Akyab.

The following vessels began to load yesterday :—
Steamer Delhi, to Aden and Suez.
Ship Helen Scott, to Liverpool.
Brig Viscount Sandon, to Chittagong.

MILITARY.

ARRIVALS.—APRIL 16.

Davies, Major, Bombay Army, on duty, from Mhow.
Douglas, Lieutenant, 15th Hussars, on leave, from Mhow.
Spurway, Lieutenant-Colonel, Royal Artillery, on leave, from Ahmedabad.
Davey, Surgeon Major, Indian Medical Department, on duty, from Matheran.

DEPARTURES.—APRIL 16.

Fenwick, Captain, Staff Corps, to rejoin, to Poona.
Annesley, Lieutenant-Colonel, Staff Corps, on duty, to Alibagh.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Calcutta, 4th April 1872.

The C.-in-C. in India is pleased to assign local rank to the undermentioned officers :—
Royal Horse Arty.—Lt. T. Mulrenan to be Capt., from the 22nd Dec. 1871.
1st Bat. 9th Regt.—Lt. H. S. Williams to be Capt., from the 23rd April 1870
2nd Bat. 9th Regt.—Major (Local) H. S. G. S. Knight to be Lt. Col. from the 2nd Sept. 18 71.
85th Foot.—Lt. Col. F. Ernest Appleyard having completed the qualifying period in the rank of Lt.-Col., to be Col. from the 6th of March 1872, under the provisions of the Royal Warrant of the 27th of Dec. 1870, subject to approval by Her Majesty.
The C-in-C. is pleased to appoint Brev. Capt. M. H. Court (Offg Interpreter) to be an Aide-de-Camp, vice Lt. F. E. Walker, Royal Arty, proceeded to England with his bat., with effect from the 6th March 1872.
The C.-in-C. is pleased to assign the local rank of Capt. to the undermentioned officers, from the dates specified opposite to their names :—
28th Regiment.—Lt. F. H. Carleton, 12th Nov. 1870.; Lt. W. B. Wade, 11th March 1871.; Lt. J. R. G. Buchanan, 14th June 1871.; Lt. C. H. Dougherty, 24th June 1871.; and Lt. A. D. Eden, 21st Feb. 1872.
Capt. (Bt.) F. A. Darley, S. C., not having been promoted to the substantive rank of Capt., G. O. C. C. dated 22nd Feb. 1872, page 88, permitting him to retain the quartermastership of the 3rd N. I. on promotion, is hereby cancelled.
Lt.-Col. A. Pond, S. C., having been relieved of his appointment as Offg. Comdt. 26th N. I., on return of the permanent incumbent from furlough, is, at his own request, posted to Jhelum, for general duty.
Trade instructions from the War Office, Capt. (Local Major) C. J. Tyler, 8th Brigade Royal Arty, will proceed to England, and join the Depot Brigade, in the room of Capt. R. C. W. Campbell, lately promoted from the 5th to the Depot Brigade, with whom Capt. Tyler has been permitted to exchange.
Capt. B. P. Hodgson, S. C., returned from furlough to Europe, is posted to the 28th N. I., for duty.
Capt. H. C. Garden, late 57th N. I., attached to the 4th Goorkha Regt. is transferred, at his own request, to the 1st Goorkhas, for duty.
Under instructions from the War Office, Second Capt. S. J Nicholson, of A Brigade Royal Horse Arty., will proceed at once to England, he having been appointed a Gunnery Instructor at Shoeburyness.
The leave granted to Capt. R. A. Price, General List, Infty. (Gr.-mar. 9th N. I.), is by G. O. C. C. dated 12th May 1869, page 190, and 1st March 1872, page 97, is to be held to be under the rules of 1868.

The following orders are confirmed :—
Lahore Division Order, dated the 22nd March 1872, directing Asst. Surg. K. P. Gupta, M.B., to proceed to Umritsur, and assume medical charge of the left wing of the 17th N. I., on being relieved of the medical charge of the depot 4th Goorkhas, on the return of the regiment to Bukloh.
Meerut Division Order, dated the 9th March 1872, attaching Staff Asst. Surg. L. A. Irving, doing duty with No. 2 Batty 24th Brigade Royal Arty., to the detached half battn. 109th Foot, as a temporary measure.
Rawulpindee Division Order, dated the 11th March 1872, directing Asst. Surg. J. Lloyd, M.D., to proceed to Rawulpindee, and assume medical charge of the 23rd Pioneers, on being relieved of the medical charge of the 19th Punjab N. I., published in G. O. C. C. dated 23rd March 1872, page 156, is hereby cancelled.
Rohilcund District Order, dated the 19th Feb. 1872, directing Staff Asst. Surg. A. W. Duke, M.D., attached to the 1st Batn. 5th Foot, to assume medical charge of that regiment, during the absence of Asst. Surg. A. M. Tippetts on court martial duty, from the 19th Feb. 1872.
Dumagri Brigade Order, dated the 7th Dec. 1871, directing Asst. Surg. C. J. W. Meadows to assume medical charge of the 3rd company Sappers and Miners, and half Peshawur Mountain Batty., as also to afford professional aid to the Coolie Corps.
Rawulpindee Brigade Order, dated the 15th March 1872, directing Surg. A. J. Dale, M.B., 25th Punjab N. I., to assume medical charge of the 9th Ben. Cav. on the 16th March 1872, in addition to his other duties.
Bareilly Station Order, dated the 2nd March 1872, directing Surg. F. Parsons, 2nd Ben. Cav., to take over medical charge of the 11th N. I., from Asst. Surg. R. H. Stevens, M.B., on the arrival of the regiment at Bareilly, in addition to his other duties.
Darjeeling Station Order, dated the 13th March 1872, appointing Lt. C. H. Foott, No. 3 Bat. 5th Brig. Royal Arty., to officiate as Station Staff Officer Darjeeling Depot, vice 2nd Capt. D. S. Pemberton, proceeded with his Batty., (No. 4 Batty 24th Brig.) Royal Arty., with effect from the 1st Jan 1872.
(This cancels Darjeeling Station Order of 31st December 1871, confirmed in G. O. C. C. of 24th January 1872, p. 83.)
The undermentioned officers have leave of absence :—
Royal Horse Artillery.—Brev. Col. E. Atlay, C. B., (F. Brigade,) to England, overland, from date of embarkation, to appear before a medical board.
Lt. H. S. Higginson, (D. Batty. D. Brigade,) to Nynee Tal, from the 15th April to the 15th Oct., on private affairs.
Asst. Surg. G. Whitla, (C. Batty. F. Brig.) to England, for four months, from date of embarkation, on private affairs
Gr.-mar. T. Briggs, F. Brigade,) to England, overland, from date of embarkation, to appear before a medical board.
11th Hussars.—Riding-master W. Matthews, to England, by troop-ship, from date of embarkation, to appear before a medical board.
Royal Artillery.—Lt. P. K. L. Beavey, (23rd Brigade,) to England for fifteen months, from date of departure, on urgent private affairs.
1st Foot, 2nd Battalion.—Gr-mr. J. Robinson to England, by troop-ship, from date of embarkation, to appear before a medical board.
3rd Foot, (1st Battalion.)—Capt. F. W. Kane, to Bombay, for one month, from date of leaving regiment, to appear before a medical board
Paymaster J. J. Briley, to England, by troop-ship, from date of embarkation, to appear before a medical board.
21st Foot, (2nd Battalion.)—Capt. G. A. Grant, to England, by troop-ship, from date of embarkation, to appear before a medical board.
37th Foot.—Lt. H. B. Bethune, (Instr. of Musketry, to Cashmere, from the 15th April to the 30th Sept., on private affairs.
56th Foot.—Lt. and Local Capt. O. W. Hill, to Cashmere, from the 15th April to the 15th Oct., on private affairs.
98th Foot.—Lt. H. Scougal, to Calcutta, for six months, from date of quitting regiment, on private affairs.
Late 1st European Bengal Light Cavalry.—Brev Lt. Col. G. A. Challowery, doing general duty at Meerut,) to Landour and hills north of Deyrah, from the 15th April to the 15th Oct., on private affairs.
Bengal Infantry.—Brev. Col. G. Strangways, (doing duty at Meerut,) to Bombay, for one month, from date of quitting station, preparatory to furlough, to Europe, on private affairs.
Lt. G. W. Thomson, Adjt., to officiate as Wing Officer, vice Lt. A. A. Lewis, Wing Officer 5th N. I., by G. O. C. C. 23rd Dec 1871, page 642, is cancelled at that officer's request.
With reference to G. O. C. C. of the 1st Feb. 1872, page 41, Second Lieut. F. C. Whalley is directed to proceed to England, and join E. Batty. 14th Brig. R. A., into which he has been promoted.
The leave granted to Capt. J. L. Kelly, 62nd Foot, in G. O. C. C. 29th Jan. last, page 40, is to be held to commence from the 18th instead of from the 1st March 1872.
The leave granted to Lt. G. W. Winter, 28th Foot, in G. O. C. C. dated the 13th March last, page 131, is cancelled at his own request.
The following Looshai Field Force Orders are confirmed :—
Dated Demagri, 28th November 1871.—Directing Asst. Surg. E. R. Johnson, attached to the Chittagong column, on arrival at Demagri to assume medical charge of the General Hospital at that place, and to afford aid to the establishments there.
Dated Demagri, 8th March 1872.—Directing Asst. Surg. E. R. Johnson, to proceed from Burkul to Demagri, to relieve Asst. Surg. R. T. Lyons of the medical charge of the General Hospital at that place.
Appointing Surg. W. C. Smith, M.D., 27th Punjab N.I. to the medical charge of the General Hospital at Demagri, with effect from the 16th inst., as a temporary measure.
Appointing Surg. W. C. Smith, M.D., 27th Punjab N. I., to the medical charge of the General Hospital at Demagri and establishments at that place, in addition to his other duties.
The undermentioned officers have leave of absence :—
4th Hussars.—Gr.-mr. M. Carey, to England, by troop-steamer, from date of embarkation, to appear before a medical board.
11th Hussars.—Capt. R. F. Fox, to Bombay, for one month, from date of leaving regiment to appear before a medical board.
Riding-Master T. Gr.-mr. G. Masters, to England, per troop-steamer, from date of embarkation, to appear before a medical board.
Surg. J. P. Cunningham, M.D., to England, per troop-steamer, from date of embarkation, to appear before a medical board.
Lt. J. R. S. O. Hewitt, (No. 5 Bat. 5th Brig.) to England, via the Cape, from date of embarkation, to appear before a medical board.
Surg. Maj. J. F. Carr, M.D., (5th Brig.,) to England, overland, from date of embarkation at Bombay, to appear before a medical board.
Surg. W. R. Stewart, (19th Brig.) to Cashmere, from the 15th April to the 15th Oct. on private affairs.
Riding-master F. Ritchie, (8th Brig.) to Cashmere, from the 15th April to the 15th Oct., on private affairs.
3rd Foot, (1st Bat.)—Capt F. W. Kane, to England, per troop-ship, from date of embarkation, to appear before a medical board.
14th Foot, (1st Bat.)—Lt. T. M. Robinson, to England, on private affairs, for fifteen months, from date of embarkation.
17th Foot, (1st Bat.)—Lt.-Col. A. H. Cobbe, to Cashmere, from the 15th April to the 15th Oct, on private affairs.
Qr.-Mr. J. Fallon, to Cashmere, from the 15th April to the 15th Oct, on private affairs.
Paymaster de P. de P. O'Kelly, to Cashmere, from the 15th April to the 15th October, on private affairs.
21st Foot, (1st Bat.)—Surg. J. F. Longhead, to England, for six months, from date of embarkation, on private affairs.
28th Foot.—Lt. and Adjt H. M. E. Brunker, to Bombay, for one month, from date of quitting regiment, to appear before a medical board.
44th Foot.—Lt. A. J. Roberts, to England, per troop-steamer, from date of embarkation, to appear before a medical board.
60th Foot, (2nd Bat.)—Capt. W. N. Manners, to Bombay, for one month, from date of quitting regiment, to appear before a medical board.
Lt. H. A. H. Ward, to Bombay, for one month, from date of quitting regiment, and thence to England, for fifteen months from date of embarkation, on private affairs.
85th Foot.—Lt. the Hon. E. A. H. A'Court, to Bombay, for one month, from date of quitting regiment, to appear before a medical board.
86th Foot.—Capt. C. V. Hassall, to England, per troop-ship via the Cape, from date of embarkation at Boypore, to appear before a medical board.
108th Foot.—Maj. W. H. K. Bradford, for four months, to remain in England, in extension, on private affairs.
Bengal Staff Corps.—Lt. Col. J. E. L. Willows, (Comdg. Depot 2nd Goorkhas,) to the Hills north of Deyrah, from the 15th April to the 15th Oct., on private affairs.
General List, Infty.—Capt. E. C. S. Jackson, (1st Wing Sub. 32nd N. I.) to Darjeeling, from the 15th April to the 14th Oct., on private affairs, under the rules of 1868.
3rd Madras L. C.—Lt. and Adjt. R. A. Fraser, to Calcutta, from the 15th April to the 15th Oct., to study Persian, under the rules of 1869.
Ben. Infy.—Lt.-Col. R. B. Dundas, (doing general duty at Peshawur,) to Murree and Cashmere, from the 15th April to the 15th Oct., on private affairs.
Late 11th N. I.—Maj. T. M. Shelley, (Barrackmaster, Morar,) to Mussoorie, from the 15th April to the 15th Oct., on private affairs, under the rules of 1868.
British Med Service—Staff Surg. J. Munday, to England, per troop-steamer, from date of embarkation, to appear before a medical board.
Ind Medl Service.—Surg E. Taylor, (in medical charge 23rd Pioneers,) to Bombay, for one month, from date of quitting regiment, to appear before a medical board, under the rules of 1868.

Head Quarters, Calcutta, 10th April 1872.

The undermentioned officers are, on the expiration of their leave, attached for duty to the regiments specified opposite their names :—
Lt. W. A. Broome, 2-1st Foot, on leave in Madras to 15th April 1872, to the 2-21st Foot, Fort St. George, Madras, until the 31st July 1872.
Lt. M. E. H. O. Welch, 1-11th Foot, on leave at Bangalore until 1st April 1872, to the 1-21st Foot, Bangalore, Madras.
The undermentioned candidates are reported to have passed the lower standard, in Hindoostance, on the 1st April 1872 :—
Gunner J. McGinnis, H. Batty. 8th Bde. R. A.
Trumpeter C. Bosley, H. Batty. 8th Bde. R.A.
Private J. Carroll, 38th Foot.
Lt. W. Ethelston, 65th Foot.
Lt. J. S. King, 107th Foot.
Sergt. E. Dubbery, Barrack Department.
The following orders are confirmed :—
Meerut Division Order, dated the 27th March 1872, directing Staff Surgeon E. J. Crane to remain with D. Bat. 19th Brig. R. A., and Asst. Surg. J. Langdon to remain with the 106th Foot, with effect from the 12th Jan. 1872, as a temporary measure.
Presidency District Order, dated the 22nd March 1872, appointing Asst. Surg W. M. Courtney, attached to the 8th N. I., to the left wing 19th N. I., proceeding to the South-Eastern Provinces.
Dated the 23rd March 1872, directing Asst. Surg. H. J. Linton to assume medical charge of the 5th and detachment 10th N. I., at Alipore, as a temporary measure.
Dated the 26th March 1872, directing Staff Asst. Surg. St. John Killery, attached to the 1st Bat. 14th Foot, to assume medical charge of No. 2 Bat. 13th Brig. R. A.
Lucknow Brigade Order, dated the 20th Feb. 1872, appointing Staff Asst. Surg. H. Scott, M.B., to the medical charge of the Station Staff and military prisoners at Lucknow.
Jullundur Brigade Order, dated the 7th March 1872, appointing Asst. Surg. J. McCreery, G. Bat. 8th Brig. R. A., as Civ. Surg. Jullundur, from 1st March 1872, in addition to his other duties.
Dated the 20th March 1872, directing Asst. Surg. W. H. B. Clapp, M. D., 54th Foot, to proceed in medical charge of the party to Dalhousie, returning to Dalhousie on completion of duty.
Agra Station Order, dated the 30th March 1872, directing Asst. Surg. J. D. Pilcher, 40th N. I., to receive charge of the office of the Depy. Inspr. Gen. of Hospls., Agra Circle, from the 1st April 1872, in addition to his other duties.
11th Foot, (1st Bat.)—Regtl. Order, dated the 20th March 1872, appointing Lt. C. S. Bailey to act as Interpreter, vice Lt. G. F. Guyon, proceeding on leave to England.
28th Foot.—Regtl. Order, dated the 22nd March 1872, appointing Lt. G. Winter to perform the duties of Adjt. to the regiment, during the absence, on leave, of Lt. and Adjt H. M. E. Brunker.
63rd Foot.—Regtl. Order, dated the 21st March 1872, appointing Lt. and Local Capt. F. M. Leslie to perform the duties of Qrmr., vice Qr.-mr. J. Ketinge, deceased.
14th Ben. Cav.—Regtl. Order, dated the 26th March 1872, appointing Lt. J. P. C Neville, 2nd Squad. Sub., to officiate as Adj, in addition to his other duties, during the absence, on furlough, of Capt. and Adjt. R. Eardley-Wilmot, or until further orders.
1st Native Infy.—Regtl. Order, dated the 22nd March 1872, making the following temporary arrangements, consequent on the departure of Maj. L. H. P. DeH Larpent, Wing Officer and officiating 2nd in Command, on court martial duty.
Capt. H. F. Angelo, officiating Wing Officer, to officiate as 2nd in Command.
Capt. G. R. Grylls, Qr.-mr., to officiate as Wing Officer.
Lt. A. T. Banon, 2nd Wing Sub., to officiate as Qrmr., in addition to his other duties.
5th Native Infy.—Regtl. Order, dated the 1st April 1872, appointing Capt. E. Venour, attached, to officiate as Qr.-mr., vice Capt. H. F. Woodcock, proceeding on furlough to Europe.
17th Native Infy.—Regtl. Order, dated the 30th March 1872, appointing Capt. D. J. Stewart to officiate as Wing Officer, during the absence of Capt. H. I. Wheler, on court martial duty at Mooltan.
24th Native Infy.—Regtl Order, dated the 29th March 1872, appointing Capt. R. O. Vyvyan to officiate as Wing Officer, during the absence of Maj. E. J. McNair on court martial duty at Mooltan.
35th N. I.—Regtl. Order, dated the 11th March 1872, making the following temporary appointments, during the absence of Maj. G. V. Fosbery, V.C., Offg Wing Officer, on duty at Benares :—
Capt. A. G. Hartshorne, officiating Qrmr., to officiate as Wing Officer.
Lt. R. T. Hawkes, 1st Wing Sub., to officiate as Qrmr., in addition to his other duties.
2nd Goorkhas.—Regtl. Order dated the 28th March 1872, appointing Lt. A. W. Hill, 2nd Wing Sub., to officiate as Qrmr., vice Capt. E. B. Cox, absent to appear before a medical board.
The undermentioned officers have leave of absence :—
21st Hussars.—Lt. R. H. Martin, to Bombay, for one month from date of leaving regiment; and thence to England, for six months from date of embarkation, on urgent private affairs.
Riding Master H. B. Germany, to Cashmere, from the 15th April to the 15th October, on private affairs.
11th Foot, (1st Bat.)—Lt. Tribe, to England, per troop-steamer, from date of embarkation, to appear before a medical board.
60th Foot, (3rd Bat).—Lt. C. Michell, to England, for twelve months from date of embarkation, on private affairs.
65th Foot.—Lt. C. G. B. Martin, (Instr. of Musketry,) to Nynee Tal, from the 15th April to the 30th Sept., on private affairs.
Staff Corps.—Brev. Col. H. C. Adlam, (doing general duty at Fyzabad,) to Nynee Tal, from the 15th April to the 15th Oct, on private affairs, under the rules of 1868.
Lt. Col J. R. Auldjo, (doing duty at Sealkote,) to port of embarkation, from one month from date of quitting station, preparatory to furlough, to Europe, on private affairs.
Capt. G. W. C. Plowden, (Brig Maj. Jullunder) to Bombay, for one month, from date of leaving station, preparatory to furlough, to Europe, on private affairs.
Capt. R. S. Robertson, (Brig. Maj. Umballa,) to Bombay, for thirty days from date of availing himself of it, to appear before a medical board.
This cancels the leave granted in G. O. C. C. 13th March 1872, page 131.
Ben. Infy.—Brev. Col. W. R. Cunningham, (doing general duty at Umballa,) to Simla, Mussoorie, and adjacent hills, from the 15th April to the 15th Oct., on private affairs, under the rules of 1868.
General List, Infy.—Capt. C. F Thomas, (1st Wing Subn. 6th N. I.,) to Cashmere, Simla and Darjeeling, from the 15th April to the 15th Oct., on private affairs, under the rules of 1868.
Capt. J. E. W. Howey, (attached to the 34th N. I.), to Nynee Tal, from the 15th April to the 15th Oct., on private affairs.
Late 3rd European L. C.—Brev. Col. L. J. Farquharson, (Commandant 4th Regt. Cav.), to the hills north of Deyrah, from the 1st May to the 15th Oct., on private affairs, under the rules of 1868.
Late 4th European L. C.—Lt.-Col O. Wilkinson, (Commandant 2nd Ben. Cav.), from the 15th to the 16th March, in extension of the leave granted by G. O. C. C. of the 15th idem, page 146.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTH.

SEARLE.—April 12th, at Vellore, the wife of Major A. T. Searle, Staff Corps, of a daughter.

DEATHS.

OGILVIE.—April 8th, at Rawul Pindee, Helen Mary, the infant daughter of Lieutenant-Colonel J. S. Ogilvie, aged two and a half months.
PARKER.—April 8th, at Lahore, Astley William, son of E. Woodall Parker, Esq., aged 15 months.

The Bombay Gazette.

WEDNESDAY, APRIL 17, 1872.

FLIPPANT as Mr. Grant Duff generally is in his replies to members of Parliament who want to know something about the business of his Department, he seems to have excelled himself in the answer he gave lately to Mr. Sclater-Booth, who asked for information regarding the Khundwa-Indore line. We take from the *Times* the following report of what was said on the subject :—

Mr. Sclater-Booth asked the Under-Secretary for India whether it was true that contracts had been entered into by the Government of India for the construction of a railway on the narrow gauge (3ft. 3¾in.) from Khundwa to Indore; whether such railway would not ultimately form part of a through communication between the East Indian and Great Indian Peninsula systems; and whether the consequence would not be to establish a double break of gauge (viz., at Khundwa and Agra) on the future direct route from Bombay to the North-West Provinces.

Mr. Grant Duff—In reply to my hon. friend I have to say—first, that such a line has been contracted for; secondly, that it may be extended so as to form a link between the East Indian and the Great Indian Peninsula systems; thirdly, that in that event there will be a break of gauge both at Khundwa and at Agra, but these breaks of gauge will be on *a* line, not on *the* line from Bombay to the North-West Provinces. Passengers going direct from Bombay to the North-West Provinces will, of course, prefer the broad gauge line which runs straight to Allahabad, the capital of those provinces, instead of the one about which my hon. friend asks, which is laid out for local purposes.

Mr. Sclater-Booth, it will be observed, made the very natural suggestion that it would be poor economy to establish a double break of gauge (at Khundwa and Agra) "on the future "direct route from Bombay to the North-West "Provinces." In using the term North-West Provinces he of course meant to speak of North-Western India generally, from Cawnpore to Peshawur, for all which immense tract of country the channel of communication with Southern India by way of Indore would be preferable to that by way of Jubbulpore. But Mr. Grant Duff, presuming on the ignorance of Indian geography which prevails in the House of Commons, coolly told the House that passengers from Bombay to the North-West Provinces would, "of course," prefer "the broad gauge line which "runs straight to Allahabad, the capital of "those Provinces." This is much as if a Minister had assured the House that a double break of gauge on the line from Manchester to Glasgow and the Western Highlands would be of no consequence, because passengers going to Scotland would "of course" prefer to go by Newcastle to Edinburgh, "the capital of that "country." It would be impossible, in fact, for any man to utter a more emphatic condemnation of the narrow gauge for the Indore line than Mr. Grant Duff did in admitting that, when the line has been constructed with this gauge, it will be useless except for local traffic, and that all the through traffic must still go round by Allahabad. Of all the extravagant projects ever sanctioned in India, what can be worse than a railway costing £11,000 a mile which is avowedly intended only for the carri

decision. The principal race was the steeple-chase plate, which "Cinna," in the hands of so excellent a pilot, had no difficulty in winning. This gentleman since the commencement of the steeple-chase season has scored twenty-three wins, a quite unprecedented performance.

The French studs were but, owing to the late rebellion in Algeria, are not; and by their extinction France has suffered no harm. The Barb in every respect is vastly inferior to the Arab, and attempts to cross the breeds have resulted in a race of cow-hocked weeds unsightly and unfit for real work. Stallions of the purest Abda blood brought from Fez in Morocco would not fetch Rs. 600 in the Bombay market, and the Chasseurs d'Afrique are not so well mounted as the 3rd Bombay Light Cavalary were a year ago under "Major Crosbie," and there was room, plenty room, for improvement there.

It might have been thought that throughout the civilized world the murder of Lord Mayo could have excited but feelings of horror and indignation. But, no, the hostility against England is so great that men, if such there be, exist, who, if not absolutely rejoicing at the crime, find in at, it least, a ground of satisfaction. Several of the leading Russian journals are commenting in a tone of exultation upon "the way in which the Indian policy of Great Britain has recoiled upon herself;" and the *Government Messenger*, permitting the wish to father the thought, writes—"The Hindoo and Mahomedan population, by fomenting whose mutual dissensions England has endeavoured to lighten the task of crushing both, are now united by a bond of common enmity to the dominant race; and in the fate of Justice Norman and Lord Mayo may be read the verdict of the people of India upon those who rule them." The *St. Petersburg Zeitung*—one of those spiteful little mosquitoes which endeavour to atone for their insignificance by a concentration of venom—devotes two long bitter, and utterly false, articles to the censure or rather abuse of our Indian policy. These hateerings would not be worthy of perusal or notice did they not point towards the flow of Russia's intentions regarding the East. Bent as she undoubtedly is on becoming dictator in Central Asia, she naturally dreads a possible alliance between England and Afghanistan, and bears the memory of the late Viceroy in no very fond recollection for the nice policy he pursued towards Shere Ali. Besides at present the Czar is very sore at having been deprived by Germany of the protectorship of Northern Europe and by Austria of the South. Lord Northbrook's speech at Winchester will have convinced you that, in a word, at least as well as by political training and antecedents, he goes out to assume the reigns of government pledged to develope the resources of the country to the utmost, yet determined to check reckless expenditure, magnificent non-paying projects, and irritating innovations. He thoroughly understands military questions, and it was no small compliment that General McDougall paid him, and paid him justly, that whatever India may gain by his advent the British army will lose by his departure. Let us hope that this appointment of the Liberal party may prove as successful as that of the Conservatives, which Mr. Gladstone termed "the best mistake they had ever made."

Amidst the annals of crime the Trichborne claimant is the most unique personage, and I question if ever the portals of Newgate closed on more vicious, plucky, clever, and good-natured individual, whose impassiveness is certainly much to be envied. That he carried on a deception from 1865 up till within a few days ago, and during those seven years managed to dupe some of the acutest legal brains in the world, gentlemen of good position, the real Roger's most intimate friends, and above all, that he got cute men of money to advance him the sinews of war, almost exceed comprehension. Beyond his great reticence and enormous mendacity, Tom Castro possess a miraculous plausibility and an instinctive dexterity in using, as his own, information acquired from others. Illiterate as Sam Weller's father, big and heavy as a bull, vulgar beyond expression, and by no means taking in any one respect, he contracted friends who still believe in him. The Times refused to turn him out of his member ship, deciding that his witnesses were as much entitled to belief as those for the defence. Considering Lady Tichborne's well known shallowness of character he had no difficulty in deluding her into the belief that he was her long lost son for whom so long she had prayed midnight will, but the Roger or rather Tom Castro—as the warders call him—now in Newgate could never have been "the slim young man with a long face, a pretty and charming young man, with timid manners, a handsome mouth, and nice teeth, Madame de Chanlion saw the day before his departure for America. As I told you in a former letter, the absence of the tattoo marks looked ugly for the claimant, and they have found him out. He was arrested immediately after the trial by Superintendent Williamson at the Waterloo Hotel, Jermyn St., where, as Sir Roger, he has been for some time domiciled. Here again his *sang froid* did not desert him, for on the officer entering his sitting-room and stating his mission, he merely remarked, "it is unfortunate," as it will put me to some temporary inconvenience, and putting on his hat drove in his brougham with the Superintendent and an Inspector of Police by the way of Holborn to the Old Bailey. As the doors of the prison a large expectant crowd was present, so dense in fact that it was difficult to clear a way for him to his new home. As he ascended the steps he answered a loud cheer with a smile and his raised hat, and in another moment the portly form was hidden from view. It is much to be regretted that the jury should have exercised so cruel a judgment in the case of many, that have a leaning in his favour, it is believed that the mystery is not unravelled. Had it been allowed to run its due course we should certainly have learned more of its undoubted merits than we do now or are ever now likely to know. I do not share in these doubts, and think Tom Castro de Castro is about to reap the just reward of his monstrous lie, or, as the *Telegraph* denounces it, that measureless, villainous, inhuman, almost inconceivable web of perjury. The Radcliffe family has to some extent avenged itself by ever since Mr. Baigent's cross-examination having had the tradesman's head in a hornet's nest. He two lynx-eyed detective Whicher, one of the keenest of observers, has had the pleasing duty of keeping his eye fixed on the impostor, fearing a movement towards the Channel; but, had de Castro made a clean bolt of it to Belgium or Switzerland when he found the game was lost, all the detectives in Great Britain could not have stopped him unless armed with a warrant. Waggish critics declare the judge's summing up was quite ready before the jury interfered, at any rate it must have been in a forward state of preparation, and as a work should be as lengthy as Alison's History of Europe. The defendant's expenses are said to be £7,000 a month, a thing over £130,000. For the best of reasons the plaintiff did not spend at the same rate, but even he and his dupes, many of them M. P's, must have scraped together between £50,000 and £60,000 as their contribution to the one hundred and three days' entertainment. Some of the contributories are, I delight to add, money-lenders—a class of like use of being done to.

Citizen Dilke's personal attack on Her Majesty, at the present moment more popular than at any period of her reign, is looked upon as an affront to the House of Commons and mean and base to the last degree. If he means to abolish the Monarchy, such trumpery indictments will not serve his hopeless cause and that House will not have patience to induce such radical impertinence. Passing through Marseilles the other day I had the satisfaction of seeing the Prince and Princess of Wales at the Grand Hotel and at the theatre. His deadly pale complexion, sharply delineated features, and baldness pointed pretty clearly to the fearful ordeal he had been subjected: she looked pretty, lady-like, and charming as ever. The Frenchmen were delighted at his wearing their decoration of the Legion of Honour and treated the royal party with marked respect and attention.

Now that the Tichborne case is shelved and the Orton family has returned to town to claim its long lost brother who has come to life with a strawberry mark, and tattoo mark on his left arm, the Twiss libel case has become the topic of the day. Lady Twiss has gone to Brussels, and the retirement of Sir Travers into private life is already an arranged affair. Nevertheless the worst suspicions must not be too readily entertained. The cross-examination of the prosecution does not show that Mr. Chaffer's monstrous accusations were true. The rest of the mystery is not known, but those best acquainted with the family express the belief that inevitable disclosures of some foolish indiscretion brought about this strange ending. The disproof of the blacker accusations involved the confession of some comparatively venial offence. This lesser revelation Lady Twiss could not brave. Such is the hypothesis put forth on her behalf, and, considering that the defence appeared to be all in her favour, it is not charitable to draw a stronger conclusion at present.

Mrs. Stenhouse, one of the many squaws of a Mormon elder at Salt Lake city, is about to publish a volume, which will throw considerable light upon the condition of that community whose "religion is singular and whose wives are plural," and who to judge them by the strength of their harems like marriage accessively "as far as they have got."

Frith's "Railway Station," a painting originally sold for £6,000 and which subsequently changed hands at the astounding sum of £23,000, is to be exhibited at the forthcoming International Exhibition.

I do not know if the lady perusers of your journal honour my scribblings with a glance; if they pay me the compliment, these few lines on *Parisienne* dress may please them and excite their envy. In Paris the other day I dropped in at the *Gymnase* to see the second performance of "Paris at Home in 1869," a new piece by M. Gaudinet with no peculiar merit if we except that, a very pleasing one to my eye, of serving as a frame in which to display pretty women in the richest of costumes. The second act is passed in the atelier of a celebrated tailor for ladies, and the advertisement, if Worth requires any, must be worth anything to him. Mdlle. Spelliers appears in a dress of light green *faille* silk, of which the skirt is trimmed with brown velvet. The tunique, forming a redingote, is of the same velvet, buttoned on the side and embroidered with pale green primroses. The bonnet and muff are to match. Midlle Massins' dress is of rich ruby velvet. The first skirt is flounced, embroidered with garnet beads, cut out and relieved by under-flounces of pale grey satin: the bonnet to match. But this, though pretty well, is nothing to the get up of Mdlle. Pierson, whose decided beauty is enhanced and thrown up by a lovely dress of emerald green *faille*. The front of the skirt is formed of an apron of velvet trimmed with feathers, the back of the skirt is also trimmed with bands of velvet embroidered with green silk, it has a high body open in front with large basques, style Louis XV. trimmed also with feathers. The young lady plays the part of an English lady charmingly with a foreign accent, putting me in mind of Madame Celeste's. About fifteen hundred would buy any of these costumes, a matter of no consideration to husbands in these days of cheap money.

Mr. Dion Boucicault is to produce at Covent Garden as his opening pieces Sardou and Offenbach's "Roi Carrotte" done into English. The scenery and dresses will be an exact reproduction of those used in Paris. In accordance with public desire "Cymbeline" is to be played at the Queen's, and after a new five-act comedy by Mr. Ricard Lee called "Ordeal by Touch," in which Mrs. Scott Siddons will play the leading character. Mr. Fechter, notwithstanding the baldness of the English translation of "Ruy Blas," plays the part at the Adelphi magnificently, and it is one of his finest characters. After a long lull the theatrical world is stirring and once more bustling into activity. If the American difficulty be tided over, of which there can be little doubt, the London season of 1872 will be the best seen for many a long year.

The debate on the army bill has very clearly demonstrated the fact that the fuss made about the purchase system was all cry and little wool. When the Liberal party told the House and the country that this reform was needful as a basis of reconstruction and reorganization it told a parliamentary falsehood now made very palpable. There is nothing in the War Secretary's scheme which could not have been affected as well if not better by purchase than without it. Mr. Gladstone's having the ear of Her Majesty and his advice to her to exercise her Royal prerogative has needlessly cost the British taxpayers several millions, and has raised against himself and co-partners a host of political enemies who will ere long bring his Ministry to the ground. The Washington treaty has cost £18,000, money not very well laid out, and to that we must add a Marquisate, whatever the value of that may be.

EAST INDIA FINANCE COMMITTEE.

HOUSE OF COMMONS, FRIDAY, MARCH 22.

(*Special Report from Our Own Reporter.*)

AT to-day's sitting,

Col. Chesney, president of the Civil Engineering College, was examined. He said—The purchase of the building for the college was effected in January 1871. Between January and August the necessary alterations were made to fit the place for the purposes of a college, and in the latter month the institution was opened. The estate is about 150 acres in extent, and situated at Cooper's Hill on the banks of the Thames. It was purchased for £55,000, and the additional outlay for buildings, including residences for five Professors, has been about £28,000. There will also have been an expenditure of about £10,000 for furniture, fittings, scientific apparatus, and other appurtenances of that kind. That makes the college complete for the accommodation of the students. The first batch of students, fifty in number, were admitted by competition last July. A similar examination is announced for next July. The full number of students to be accommodated is 150. At present there is sleeping accommodation for 100, but accommodation in other respects for the full number. The education of the students in connection with the college extends over a period of three years. The first two are spent entirely in the college, and the greater part of the third as pupil to a mechanical engineer, after which the student will return to the college for final examination, which will occupy three months, and be conducted in the presence of the other students. The sanctioned outlay for the establishment, when it shall be in full working order, is in round numbers £19,000 per annum. That includes salaries of the presidents and professors, £6,841; for special lecturers, in geology, architecture, and so on, and for examiners, £500; model room, workhouse, &c., and artificers employed therein, £700; labourers, £100; clerks, £200; stewards, &c., £1,357; rates, taxes, &c., £900; services of clergymen and sittings in church, £150; contingencies, £400; travelling expenses for students visiting works, £400; provisions, £4,000; fees and lodging money for students during their practical course, £3,700;—total, £18,988. As to receipts there is a charge per student of £160 a year, which would yield for 150 students £226,000. Assuming we have 150 students, the college will not cost Government anything. When the number falls below 150 to that extent there will be a loss. Students who pass the preliminary examination are not obliged to enter the college, but may pursue their studies as they like, coming up, however, to the college for final examination.

By Mr. Fawcett—The Indian Government wants fifty students sent out annually. At first on entering the service they receive Rs. 4,200 a year. No advantage will be shown to the students of the college over others, and if it succeeds at all it must be by its intrinsic merits. One of the most essential things for a civil engineer in India to know is surveying, and there is not a single institution of this kind in England where that branch is taught. I am in favour of carrying out public works in India by direct Government agency.

By Sir T. Bazley—Our course includes Mathematics, Mechanical Engineering, Surveying, Mechanical Drawing, Landscape Drawing, and Experimental Science.

By Mr. Dalrymple—Last year there were 220 candidates for 50 studentships.

By Mr. Lyttelton—To pass the preliminary examination there must be a certain knowledge of Mathematics. Otherwise the students can take up any subjects they like.

By Mr. Eastwick—The Government of India has offered great inducements to natives to enter the public service as engineers, but there has been no reply in response. At certain colleges a free education and a stipend are given to the students, but the numbers are never full. The natives are intelligent enough, but I don't think they take kindly to engineering work. Their physical habits may account for that. There are exceptions, but they only prove the rule.

Among the Mahrattas I should have thought you would find excellent physique?—That is so, but they lack the general education—at least in Central India they do.

To what do you attribute the great number of casualties among engineer officers in India?—To the bad climate and bad ways of carrying on the work.

By Sir J. Elphinstone—I think many of the failures of works in India are attributable to an excessive desire for economy, to a tendency to cut it too fine. In a recent case of a failure at certain barracks on account of imperfect construction, the Governor General was disposed to dismiss the officer in charge, but it appeared that the officer had been responsible for barracks at two places, 200 miles apart, and could not possibly superintend the construction of both.

By Sir D. Wedderburn—There are Mahomedan buildings, at Agra and Delhi for instance, possessing great architectural merits. The construction of domes is particularly fine, but the natives appear to have lost the art. There is a tradition that the Taj at Agra is the work of an Italian, but I am not aware that that is anything more than a tradition.

By the Chairman (Mr. Ayrton)—I think a great many of the failures in India have arisen from the designs having been drawn up on the assumption that the workmanship would be first class and from the workmanship being really inferior. In the case of the railways, I think the superintendence in point of quantity has been quite sufficient. The Government establishments bear no sort of comparison with the railway establishments in point of numbers.

Mr. Fawcett—You admit young Englishmen into the service at a salary of £420, and natives, as I understand, at £120 a year, and the latter are left to the uncertain favour of some superior as to promotion?—Government tried for several years the experiment of admitting them on a perfect equality, and it was pronounced a complete failure. The change was carried out in consequence of the strong protest of the Department, which was being flooded by young natives who were of no use. At the same time I do not think the natives receive their proper share of public employment in India, speaking generally.

If a native of India wishes to enter the engineering service, he must, in order to place himself on an equality with a young Englishman, incur the expense of coming from India to England, with the very uncertain chance of succeeding in the college at Cooper's Hill?—He would have to come to England and ultimately have to go through a definite course of probation.

The Chairman—The young Englishman has to pay £150 for his education, and to provide himself with clothes, and maintenance when out of the college, and then has to go out to India at his own expense.

Colonel Chesney—No, his passage is paid.

The Chairman—While as to the native I understand he is educated free of cost?

Colonel Chesney—Yes, and he receives a stipend.

What do you consider would be a fair equivalent of pay for an Englishman, taking into account that he goes out from this country to India, while the native is employed in his own country? Do you think if it were twice as much it would put them on an equality?—That is a very difficult thing to say. I would certainly admit, in regard to the engineers, that the appearance of equality does no longer exist. To that extent there is a grievance, but if the inequality were removed to-morrow the fact remains that the change would not bring us the right class of native engineers.

But what relative salaries do you think would place them on an equality?—No doubt the native can live with greater comfort to himself for Rs. 100 than a European could for Rs. 400.

What, for instance, would be the wages of a skilled carpenter in the two countries?—In Bengal, a shilling a day; in England, about six shillings.

And do you think the English carpenter would go to India for six shillings?—No. I should certainly think he would not.

What would be his wages in India?—Perhaps £200 a year.

If the young Englishman and the young native were paid equally, one of them would really be at a disadvantage?—Yes. I cannot conceive a young native being worth £400 a year in the engineering department.

Mr. Eastwick—Suppose a native to have the very same articles as a European, is it not the case that he would get them for half the price that the other would?—For things produced in the country, no doubt.

By the Chairman—I think the guarantee system in regard to railways has only one merit, but that a great one—namely, that it has led to the works being actually carried out. But for it I do not think they would have been carried out. I think it unquestionable that the cost of the works was much greater than it ought to have been. When the Engineer officers first went out there was an understanding that they were not to be strictly controlled. They were good fellows, and all would go right under them. The system of audit was extremely imperfect, and in one case—that of the East India Railway—the result was that as much as four millions sterling was disallowed (as it is called) to the capital account, but it was found quite out of the question to disallow it ultimately. Supervision generally was extremely lax. It was in India, as in England, in the early days of railways—the Engineers had practically *carte blanche*. Even the agent of the Company had no control whatever over them. The accounts of the Engineers were a mysterious thing which was not to be enquired into. I do not mean to say there was the smallest suspicion of irregularity.

By Mr. Fawcett—My reason for thinking that the works would not have been carried out by Government is that the policy of the Government of India, particularly in regard to public works, has been so vacillating that that would have been the effect. I would not recommend an extension of the guarantee system.

By Mr. Grant Duff—I do not think it would give the Government more trouble to manage the railways themselves than they have at present in connection with them.

The examination of Mr. Thornton, secretary in the P. W. D. of the India Office, was then resumed for a short time. Nothing of much interest was elicited.

The Committee will not meet again till Tuesday the 9th April on account of the Easter holidays.

THE COAL FIELDS IN THE NIZAM'S TERRITORY.

NOTICES have appeared from time to time lately of discoveries of coal in the Nizam's Dominions, but it may be that these did not sufficiently indicate the importance of the subject. Mr. Hardy Johnston, Secretary to the Nizam's Government, P. W. Department, at present taking an active interest in the survey of the coal districts in the Nizam's territory, has shown us plans and a report he furnished on the subject to Sir Salar Jung, and from these we learn how substantial were the rumours which prevailed regarding the Nizam's newly-discovered treasure. At the north-west corner of the Dominions there is a strip of land principally composed of Talchers rock, below which coal is not supposed to exist, but to the east of this there is a very large piece of ground where coal, from the surveys made, almost certainly exists. This strip is divided from Sastee by a ridge of sandstone, and in Sastee the existence of coal has been proved by actual borings, and what have been called the Sir Salar Jung's shaft, and the B shaft and C shaft have been already sunk. Spreading out from Sastee nearly to Hyderabad, a distance of about 100 miles, the coal seams are supposed to run, and at one place to the westward of the dense jungle, near Pachgao, the site has been already laid for a shaft. These indications of large coal fields should be carefully looked to by the people of India; and it is probable that no better opportunity for developing the much-talked-of resources of this country has occurred than this of testing the coal-yielding capabilities of the Deccan. It must be expensive to keep stores of coal in Aden or Suez, although by coal being brought in ballast it is procurable at a comparatively cheap rate here, but nevertheless it is within possibility that if the new Indian coal fields are wrought energetically, as they are likely to be by a man like Sir Salar Jung, an export trade to supply the ports on this side of the Mediterranean may be started on the western side of India, and Bombay would be sure to become the head-quarters of this new source of industry. The Indian railways must be mainly dependent upon local supplies, and these new coal mines will prove to them of the greatest usefulness. Chanda, the head-quarters of the coal fields, is not unfavourably situated as to facilities for distribution of the mineral over the country. It is skirted by the River Wurdah, along which barges might be floated into the Godavery, and thence along the coast either to Calcutta or Madras. At present the G. I. P. Railway are constructing a branch line from Goolburga to Hyderabad, and as the distance from the capital to the coal fields is only at the outside 120 miles, a branch line could be constructed, so that there would be a continuous chain of rail along which the coal could be transported from the pit-head to Bombay, and thence all over the country. We have received from Hyderabad a box of coal taken from seams already come upon, and we shall be happy to submit it for analysis to any one who is interested in discovering the nature or the value of the new coal, which appear to be of a well-layered and good burning quality. As Mr. Johnston's report is of great value we make the following extracts from it:—

9th April 1872.

To Sir Salar Jung.—Having reached Mr. Taylor's camp at Sastee early on the morning of 6th March, I proceeded at once to examine the shaft at that place, which is situated a short distance from the right bank of the Wurdah river, and is named the "Salar Jung shaft." This shaft was the first to be sunk, and is carried down to a depth of 75 feet through alluvium, at which depth a seam of coal 30 feet in thickness is reached. Excavation to a further depth of 3 feet and 10 feet diameter had been carried into the seam. The lower half of the shaft above the coal (10 feet in clear diameter throughout) was steined in with five courses of masonry rings of hard compact grey sandstone set in chunam, the quantity completed, including backing, being 130 cubic yards, and there was a further quantity of 160 cubic yards of dressed stone in store already on the ground, which was sufficient to complete the steining of the shaft up to surface. The total quantity of excavation before reaching the coal was 508 cubic yards, but owing to the loose and treacherous nature of the soil, it was necessary to timber crib the sides, in the upper half of the sinking, to the extent of 4,000 square feet, in order to prevent serious accidents happening and to enable the work of sinking to proceed with safety. Fortunately very little water has been met with as yet, except what can be removed by means of buckets, which, however, have constantly to be kept at work. I descended to the bottom of the shaft by means of a rope attached to a common wooden winch and axle, and examined the seam top, middle, and bottom, which I found was excavated to a depth of 3 feet, and the coal was bright and very compact throughout, having exactly the same appearance as the best English coal under similar circumstances. I had a fair quantity conveyed up from beneath where I stood, and a fire made of it in the evening, which burnt freely and produced a considerable flame with little smoke, leaving no slag and scarcely any ash, which latter was pale powdery and of a grey colour. A box containing about 3 or 4 cubic feet of coal, taken from the same spot, was left by me with a gentleman in Bombay for the purpose of being analyzed, but I have not as yet learnt the result. I should have much preferred a sample from a greater depth, as undoubtedly the quality will improve the deeper we penetrate into the seam. Mr. Taylor informed me that he hoped to sink *through* the seam and have the whole of the shaft steined in up to surface in six or seven weeks from the date of my visit, and therefore beg leave to suggest that a small quantity of coal from three different sections of the seam, say near the top, middle, and bottom, be sent to Mr. Patterson for analysis in London.

A substantial blacksmith and smiths' shop is erected near the site of the pit above described, and tools and materials were being collected with a view to extend the operations of shaft-sinking over a large area of country where borings had already been successfully made during the past year.

The second pit or shaft which I visited is situate at a distance of nearly a mile from shaft A. (the Salar Jung shaft) in a direction almost due south. It was sunk to a depth of 40 feet from surface at the time of my visit, is 9 feet in diameter, and passes through very stiff and compact alluvium for about the first 15 feet in depth, where the soft sandstone begins, and continues increasing in hardness and density till a seam of coal 11½ feet in thickness is struck at a total depth of only 80 feet from surface! The considerable quantity of water has already being met with, and I have since learned from Mr. White that further operations have been stopped owing to the great increase of water upon sinking a few feet deeper and with which the steam appliances at our disposal were altogether inadequate to cope. I fear, therefore, that nothing further can be done at this shaft until pumping machinery is employed. I may add that 20,000 tons of coal have been won near the site of the shaft for the purpose of steining it in, it being considered too long a lead to the quarry from whence the sandstone was procured for steining shaft A, and therefore too expensive. The latter shaft has, however, been one of the most valuable seam of coal throughout the whole field, and I would beg leave strongly to urge upon the Government the expediency of losing no time in procuring a 15 or 20 horse power pumping engine from England, as it is utterly impossible, even under the most favorable circumstances, to carry on shaft-sinking satisfactorily or economically, without machinery of this kind. The thick and compact sandstone which here overlies the coal seam is most favorable to the sinking of shafts, as the whole of the coal can be taken out clear from under the sandstone roof, thus leaving the latter to form a solid and safe roof for the workings.

A third shaft, marked C, south of the B shaft, which I likewise examined, is situated near the village of Doopdalis, at a distance of about 2 miles from the one last above described and somewhat in the same direction, i. e. nearly due south. I found that it was sunk to a depth of 38 feet through sandstone and 8 feet in diameter. Much water was met with at this depth, and the sinking had consequently become very tedious and difficult owing to the want of proper appliances to keep the water under. I fear, therefore, that here, too, pumping machinery will be necessary to enable the sinking to be carried down to the coal seam, which is stated to be 11 feet in thickness and about 95 feet from the surface.

It will thus be seen that the coal seam extends over a very considerable area, and it may fairly be presumed from indications known to exist that it extends even beyond the limits shown on the accompanying tracing, and which I was given to understand was also the opinion of Mr. Fedden, a gentleman belonging to the Geological Survey, whom I met at Sastee and now engaged in making the survey of that part of the country.

As regards the quality of the coal in the Salar Jung shaft, I believe Dr. Oldham (Superintendent. of the Geological Survey of India, and Director of the Government Museum at Calcutta), who visited Sastee in February last, stated to Mr. White that it was by far the best coal which had yet been discovered in India, and this was also the opinion of Mr. Fedden. Dr. Oldham, in his annual report for 1871, in speaking of the coal found on the left bank, or Chanda side of the Wurdah, and contrasting it with that discovered at Sastee, states as follows:—"All that has been found is of poor quality, breaks down very rapidly on exposure and drying, and is therefore useless, nor will its bear very heavy draft in the fires, but with properly adjusted fires and frequent care it can be used with success. The coal from near Sastee in the Nizam's Dominions is the most durable yet raised in these fields." * * * There is also a very large area in the H. H. the Nizam's Dominions under which workable coal will be found, and which will at some future time prove very valuable. The occurrence of nearly 50 feet of coal as proved at Sastee by Mr. White working on behalf of the the Nizam's Government is only instance, When examining the neighbourhood of Ballarpore in the commencement of 1870, on the opposite bank, it was stated that the larger part of the coal would be found in the right bank of the Wurdah in the Nizam's Dominions, and these sinkings have quite confirmed the statement."

Messrs. Taylor and Tyldesley, both experienced coal viewers, likewise consider it to be equal to the best steam coal of South Wales, but a careful analysis will probably settle this very important question.

It is likewise satisfactory to observe that the whole of the operations of boring and shaft sinking have been carried on in the most economical manner in the face of innumerable difficulties. The total expenditure from the commencement in May 1871 up to date, which includes the cost of all boring and other tools, material, labour and supervision (exclusive of that sent to the Hummum Coal field) has not exceeded H. S. Rs. 37,000.

A second shaft named "The Chorgoosa Coal Mine," or the Mayo Colliery, situate at a distance of some 15 miles or so north-west from Chanda on the bank of the Woonna river, I was informed had also been sunk, the seam of coal being at a depth of about 60 feet from surface, but I did not learn its thickness. I was told the shaft had been abandoned owing to the coal having been proved by analysis to be of very inferior quality. While at Warrora I procured some samples of the coal said to be taken from this shaft which I have still in my possession, and they certainly would seem to bear out the above assertion, as well as Dr. Oldham's statement already quoted regarding the inferior quality of the coal as yet discovered on the Chanda side of the Wurdah and Woonna. I have since learned, however, from Mr White, that the Government of India have recently directed the work of sinking to be renewed at Ghoorgoose in consequence, it is supposed, of some doubts existing as to the correctness of the analysis of the samples taken from the borings in the first instance.

I was likewise informed that a shaft had been sunk at Peagong in the Thassil of Woon in East Berar to a depth of some 24 feet, about the lower half of which is through sandstone, and it is supposed were the shaft sunk to a further depth of 48 feet through the sandstone—making 72 feet in all from surface—a seam of coal 10 feet in thickness would be reached. The work here has, however, been suspended for some time past, pending the arrival of pumping machinery which has been sent for, and which is stated to be absolutely necessary to carry on the sinking beyond even the present depth of only 24 feet, owing to the large quantity of water met with.

A large area of country throughout the valley of the Wurdah in the Chanda district has, I was told by good authority, been bored over during the past four years, but that a great many of the deep borings were lost owing to the boring rods having broken, which must have proved a serious loss to the British Government. I am happy to add that no such contingency has happened as yet on our side, not a single rod or boring tool of any kind having been lost. I may add that the British Government is making an effort to open up communication by rail in connection with the Wurdah coal fields, and a large staff of engineers are already at work in setting out a broad guage line of railway between the Wurdah station of the G. I. P. Railway and Hinguughaut, which I was given to understand has been sanctioned by the Indian Government, and the work of construction is to be commenced forthwith. This line will no doubt be extended to Chanda eventually when equal facilities will thus be afforded to the Sastee coal field for transporting the produce of the collieries there to the northern system of railway communication.

While in Bombay I made some enquiries respecting the average price of English coal sold at that port, and was informed by the highest commercial authorities there, that it was about Rs. 30 per ton, and that the market value fluctuates between Rs. 20 to as much as Rs. 80 per ton, but this latter rate is very exceptional. The rate at which the mineral could be raised at the Salar Jung Colliery would not exceed Rs. 4 per ton at the pit's mouth, so that if the Government sold at the rate of, say, Rs. 20 per ton at Sastee the profit would be enormous.

In conclusion, I may inform your Excellency that Mr. Inspector Lynn has been ordered to join Mr. White for the purpose of assisting in making an accurate survey of the Sastee and Rajore coal fields, to be drawn to a large scale, and which I hope will prove a valuable document in laying out the area of each colliery and in computing the quantity of coal, &c.—Yours sincerely,

(Signed) T. M. HARDY JOHNSTON,
Secretary to Government, P. W. Department.

DEATH OF PROFESSOR MORSE.

WE learn, by the courtesy of the agent of the Submarine Telegraph Company, who received the news yesterday, of the death of Professor Samuel Finley Breese, Morse, one of the inventors of the electric telegraph. The telegram informs us that a memorial service was to be held yesterday at Washington in honour of the Professor, and that expressions of regret at the loss sustained by science have been forwarded from all parts of the world, to be read during the service by Mr. Cyrus Field. Professor Morse was born in Charlestown, Massachusetts, April 27, 1791, and was educated at Yale College, where he graduated in 1840. Having from an early age determined to be a painter, he sailed for England with Washington Alston, arriving in London in August 1811, where he formed an intimacy with C. R. Leslie, and the first portraits by these artists painted in London were likenesses of each other. Mr. Morse, who made rapid progress in his profession, exhibited at the Royal Academy, in 1813, his picture "The Dying Hercules," of colossal size, and the plaster model which he made of the same subject, to assist him in his picture, received the prize in sculpture the same year. On his return to the United States, having settled in Boston, he met with so little encouragement that he removed to New Hampshire, where he found employment in painting portraits at fifteen dollars per head. He went to Charlestown, South Carolina, where he found more profitable employment, and about 1822 took up his residence in New York. Under a commission from the corporation, he painted a full-length portrait of Gen. Lafayette, then on a visit to the United States. In 1829 he paid a second visit to Europe, and remained three years. On his return to the United States in the packet-ship Sully, in 1832, a fellow-countryman, Professor Jackson, was describing the experiments that had just been made in Paris with the electro-magnet, when a question arose as to the time required by the electric fluid in passing through the wire. The reply to this made that it was instantaneous, Jackson, recalling the experiments of Franklin, suggested that it might be carried to any distance, and that the electric spark might be made a means of conveying and recording intelligence. This suggestion took deep hold on Morse, who proposed to develop the idea thus originated, and before the end of the voyage he had drawn out the general plan of the system known by his name. On his return to New York he resumed his profession, but devoted all his spare time to the perfection of his invention. After first, by many and discouraging steps, in 1837 he demonstrated the practicability of his invention, by completing, and putting in operation in the New York University, a model of his "Recording Electric Telegraph," the greater part of the apparatus having been made by himself. In 1837 he filed his caveat at the patent-office in Washington, in his only legal step to dispose claimants to the discovery and application of this important agent of verbal intercommunication to add that Mr. Wheatstone, the English inventor of a magnetic telegraph, took out, with Mr. W. F. Cooke, a joint patent in England in May 1837; while Steinheil in Munich had a system of his own, both differing from Morse's and from each other. In the United States, Wheatstone's is considered inferior, because, not being a recording telegraph, it requires to be watched by one of the attendants, the alphabet being made by the deflection of the needle. Steinheil's, which is a recording telegraph, is more complicated and delicate machinery, has been found impracticable for extended lines. At a convention held in 1857, by Austria, Prussia, Saxony, Wurtemburg, and Bavaria, for the purpose of adopting a uniform system of telegraphing for all Germany, that of Morse was, by the advice of Steinheil, selected. In 1840 he perfected his patent at Washington, and set about getting his telegraph into practical operation.

NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENT.)

JACOBABAD, 10TH APRIL.

IT is very warm here during the day, the thermometer standing at noon at 106 degrees. It would have been warmer but for two heavy showers of rain we have had during the last fortnight. It has cooled the atmosphere; lightning and thunder has cleared the atmosphere. Hail stones fell about the size of a good large pea. The crops have not been damaged. Public health is good. People are now wishing that the winter would return. The ladies of the upper ten are going down to Kurrachee to spend this summer. I wonder how they like to leave their husbands going away at all this season. I am sure it makes either sides partially miserable; there must be some anxiety when one is at a distance from her lord and master. I assure you I don't like it.

Sir William and Lady Merewether left this last Saturday for Kurrachee after a stay here over three months. Sir William was detained here longer than he expected. He was busy here settling the Jacobabad frauds case and Khelat affairs. You are already aware of their being no frauds. But Mr. Wells, the Deputy Accountant General, who undertook the examination of the Toole Mookyar's accounts, said at first there was a deficiency or defalcation of 21,000 rupees, but on a few days after he changed his opinion. I do not know how he has been able to explain this away. At any rate, I am under the impression that Colonel Phayre has not had fair play. Admitting that there were no frauds, it is very strange that so well experienced accountant should have made mistakes, or in any way to have been misled in the accounts. The case seems now to be settled, but rumours are afloat that there will be a re-trial and another inquiry. Wussunmull, the Mooktyarkar, has received his appointment back, but in another district, that of Larkana, his moonshee, Giddoomull, is appointed mookhtyarkar.

The Khan of Khelat is a very arbitrary monarch. He has forced his nobles to rebel against him, and has treated their liberties with impunity. He has found his nobles too strong for him, and appealed to the British for assistance, and in case they refused he would invite the neighbouring Persians to assist him. The British will only to remind him of existing treaties and would undertake a mediation. His Highness, as the last hope, put himself into the hands of Sir William. The Khan, I believe, was inclined to abdicate, providing the British would annex his country. Sir William has now closed the arbitration, and has brought about peace and tranquillity. How long this will stand I am not sure. I believe the Sirdars are prone away discontented and very dissatisfied. The whole of their claims and grievances have not been met with and settled; it is said they will recommence hostilities after a short while with double vigour. The Khan, during the late cessation of hostilities, had advantageously recruited his army, and is somewhat better able to cope with them should they go in rebel.

While matters have been here settled two Chiefs, named Allakhan Jamok and Noordeen Menguel, are advancing on to Khelat with a large force. These Chiefs are obtaining by force of arms the release of the ex-Jam of Lus Beyla. And in the north-west a Caboolee, Azad Khan, is threatening His Highness with an invasion. It will yet happen that our Goverment will take active measures in settling the internal affairs of Beloochistan. If they don't, the Khan will be ultimately forced to take aid from his neighbours, and that would be a sorry day to our Government. Look at the encroachments of the Muscovite Power. Have they not taken Bokhara, and will not they progress towards India, which country they have been desired in the will of Peter the Great to especially conquer. Will not these disturbances and unsettled anarchy give them a fair and easy road to India? The Government of India better prepare themselves for the worst, for it is not far off.

Sir William Merewether has promised to pay the Khan of Khelat a visit this year.

We have had gala days here of it last week—races, hurdle and steeple chase, and other sports which tend to drive away monotony. Lieut. Maitland of the 3rd Sind Horse met with an accident last Friday morning. When taking an hurdle, his horse slipped throwing him off, slightly hurting his right arm. I am glad to say he is now well, and left this morning for Khelat, commanding Major Harrison, the Political Agent's, escort of 150 cavalry and 50 infantry.

The civil authorities are levying the non-agricultural tax. There could never be a more unfair and unjust tax, the poor are taxed more than the rich. A servant, whose income is over 50 rupees a month, is taxed somewhat over 1 per cent., while one drawing a thousand is mulcted 9 pie per cent. What a difference! It is high time the Government stopped this. The people will become more dissatisfied. I learn that the receipts on account of this tax in the frontier districts is estimated at 7,000 rupees.

Mr. Bolton, Deputy Collector, left this yesterday for Kurrachee. He goes on six months leave to England. Mr. Steele, from Shikarpore, officiates during his absence. Mr. Philpotts, the District Sessions Judge, arrived here yesterday. Mr. Philpotts is under orders for Hyderabad in place of Major Grant. The latter takes Major Widdicombe's place at Kurrachee while he is on furlough. Mr. Tagore, from Bombay, will take up the appointment of Sessions Judge in Upper Sind.

(FROM OUR OWN CORRESPONDENT.)

MHOW, 15TH APRIL.

THE designation of the *Indore* State Railway has been changed to "*Holkar* (State) Railway." Those who desire to be very regular should note that the word "State" should be, according to official style, in parenthesis.

I see the statement, first made in the *Pioneer*, is going the round of the papers that the Holkar requires royalties on materials, and that he is throwing all sorts of obstacles in the way of the railway people. It is lucky that I happen to know, from the very best sources, the real facts of the case, or else I should have believed a statement so positively made. No royalties have been demanded, but only the value of the things received by contractors. According to the agreement between our Government and the Holkar, the latter is bound not only to give every assistance, but also to supply all building

EUROPEAN BRITISH SUBJECTS IN THE MOFUSSIL.

We take the following sections from the report of a Select Committee, presented to the Council of the Governor-General of India for the purpose of making Laws and Regulations on the 12th March 1872 :—

"We, the undersigned, the members of the Select Committee of the Council of the Governor-General of India for the purpose of making Laws and Regulations, to which the bill for regulating the procedure of the Courts of Criminal Judicature not established by Royal Charter was referred, have, in addition to the papers enumerated in our preliminary report of the 30th January last, considered the papers marginally noted, and beg to make the following recommendations :—

2. With regard to European British subjects, we have, except in one particular, maintained the arrangements proposed in the first resolution of our preliminary report. We recommend (*c*) that a Magistrate of the first class, who is a European British subject and a Justice of the Peace, shall have power to try European British subjects for offences of the class usually tried by Magistrates, and, on conviction, to pass any sentence warranted by law, not exceeding three months' imprisonment and one thousand rupees fine. (*b.*) That a Sessions Judge, who is a European British subject, may try European British subjects for offences which are not punishable with death or transportation for life, and which can, in his opinion, be adequately punished with a sentence of one year's imprisonment and fine. In case the Sessions Judge considers that such punishments are indequate, he will transfer the case for disposal to the High Court.

3. In trials of European British subjects before a Sessions Court, the Judge will follow his ordinary procedure, and the trial will be either with assessors or by jury. Not less than half the assessors or jurors, as the case may be, are to be European British subjects. To obtain this number we have allowed the Judge to summon persons who could, in other trials, claim exemption.

4. We maintain the proposal referred to in the preliminary report, resolution 1, clause 4, that any European British subject may apply to a High Court for an order to bring the applicant before it and to examine the legality of his imprisonment ; and we have empowered the High Court to make the necessary inquiries, by affidavit or otherwise, either before or after the issue of such an order, with a view to ascertaining the state of the case.

5. We consider such an order preferable to the common law writ of *Habeas Corpus* on account of the intricacies of procedure connected with the issue of and returns to that writ.

6. We propose, accordingly, that no writs of *Habeas Corpus* or Mainprise shall be issued beyond the Presidency towns. Whether, as the law now stands, they can be issued, may be regarded as a moot point ; but we think the existence of such a power would be unsuited to this country. The provisions of the Penal Code on "Wrongful Restraint" appear to us to be quite sufficient protection for personal liberty in all common cases.

7. We have cleared up the doubt which has hitherto existed as to whether all portions of the Code apply to European British subjects, by providing that, except in respect of the special privileges above described, and in respect of orders under chapter thirty-seven to give security in cases of bad livelihood, the Criminal Procedure Code shall be applicable to all persons alike.

8. With regard to the second resolution of the preliminary report, we have, after communication with the several High Courts, come to the conclusion that it would not be convenient to deal in this bill with the procedure of Police Magistrates in Presidency towns, and of High Courts in the exercise of their original criminal jurisdiction within the like limits. The subject is, however, one which, in our opinion, calls for early legislation ; and we recommend that a bill which has been prepared in the Legislative Department, dealing with these matters, should be taken into consideration at the first convenient opportunity.

9. As to resolution 3, we do not recommend the abolition of the jury system ; but we think that the opinion of a majority of the jurors with the concurrence of the Judge should decide the case ; and that, if a Judge differs from the verdict of the majority of the jury, he should have power to refer the case to the High Court, which may pass such order thereon as it thinks fit."

THE BUDGET AND THE INCOME-TAX.

(*Pioneer.*)

We cannot deny that Sir Richard Temple's Budget Statement has the great merit of being intelligible. As the Financial Member is coming to learn his business, he gets simpler and much less profound. And not only is the manner of the statement lucid and straightforward, but we must consider the Budget itself a fairly good one. We should doubtless have preferred the omission of the income-tax ; but so many considerations may be adduced in favour of the retention, that we cannot summon up that balance of disgust which might inspire a good thorough-going article of denunciation. The raising of the taxable minimum to £100 a year, releasing 60,000 persons from molestation at a sacrifice of only £63,000 by the revenue, removes the reproach that the income-tax was an additional burden upon poverty. The principal remaining fault in the tax is that at its present figure it is so absurdly unproductive in comparison with its unpopularity. When we say that it is unpopular, we must distinguish. In one, and perhaps the true sense, an income-tax is, and always must be, the most popular of all taxes. It is that which a democracy always imposes first, and abandons last. This circumstance indeed it is which renders an income-tax so dangerous and immoral in countries where the multitude can directly dictate legislation. The millions will always desire gradually to devolve the whole burden of taxation on the thousands. But where the income-tax is voluntarily self-imposed by the rich, and not forced on them from below, this objection does not apply ; and the measure has then a self-denying and patriotic appearance very useful in conciliating popular respect. Even in this country, we believe the tax has already had to some extent a good effect, and that it will have still greater use, now that the minimum is raised, in persuading the Indian masses that their English rulers when it comes to taxation do not spare themselves, and that they do desire to spare the poorer population. In this sense we believe the income-tax to be decidedly popular. The ablest native papers, such as the *Amrita Bazar Patrika*, while furious against the road cess and other imposts, positively exult in the spectacle of the income-tax. Not only are the poor exempted, but they have the Lucretian pleasure of seeing their richer neighbours seized and fleeced. Nevertheless there is no doubt some absurdity in talking of the popularity of a tax among those who do not pay it. The question is, what do those think upon whom the burden falls ? And there can be no dispute about the income-tax being bitterly unpopular among them. Men as a rule revolt against its poking and prying character, meddling dangerously with that sensitive thing—credit, and tempting to the fraud which it is always suspecting. Even the amelioration which the tax has this year sustained, from the exemption of the more struggling classes who formerly were assessed under it, however laudable in a moral point of view, is little comfort to those who still themselves or whose under its manifold irritations. It deprives them of their best argument against the tax, while in no degree rendering it less odious. Indeed it deprives them of much of that last consolation of the unhappy—the *socios habuisse doloris* : a partial jail delivery only aggravates the pain to those retained in durance. Nor does the light pressure of one per cent. reconcile to the continuance of even that burden ; it only aggravates suspicion of Government's ulterior object. Five-eighths of the contributories have been relieved, and a mere trifle is demanded from the remainder ; then why perpetuate so much irritation for such a modicum of revenue, which might be replaced by a little less imbecility in the matter of Punjab Settlements, or in a dozen other ways. Is the real object to keep the door ajar for future confiscation ? Are the hundred and eighty thousand, who are alone now liable to income-tax, to have the privilege of providing for all the extraordinary expenses of an Empire of a hundred and eighty millions ? Sir R. Temple's conduct is interpreted to say—"I don't care for your paltry 1 per cent. of this year ; I am looking to the 3 per cent. of next year, and the 5 per cent. of the year after." Then there is a sense of, so to say, personal disrespect, which arms numerous influential Europeans against the Finance member's policy. They consider that under the circumstances the disapprobation of the European community, about which at any rate there can be no doubt, should have sufficed in a conflict of considerations to cast the balance. And this argument, which has the least force of logic, seems to us to have the most in policy. It is clumsy statesmanship to rub a community against the grain without clear necessity. The pleasure of seeming strong and inexorable is very fascinating, especially to the weak ; but Sir Richard might have advantageously postponed his assumption of the financial Bismarck until, like the other, he had *fait ses preuves*. But after all the Finance Minister's popularity is chiefly his own affair ; and we quite confess that it is not always bad policy to cultivate a little dislike—it gives so much room for agreeable surprises. The present question is to record that the income-tax, while calculated to be highly popular with the vast majority of the population, who do not pay it, is detestable to the few who do ; and to express our opinion that as these last, few as they comparatively are, comprise nearly all the writing, talking, and agitating members of the community, it would on the whole have been prudent to remit the tax. We allow that this argument is anything but sublime, and is far from entitling us to use fine phrases. We would give the world to feel more personally wronged by the continuance of the disputed impost than we do ; or again we wish we could more clearly see that it would have been imprudent to renounce it. The reasons on both sides seem not only equal in strength but doubtful in allegiance. We mean that they are nearly all two-edged, and can be taken either way. If one party argue that the tax produces so little money, the other reply that it is because the tax is assessed at so low and harmless a rate. Or else the partizans of the tax are the first to lay hold of the argument : they urge that the tax is so light in its incidence as not to be worth making a fuss about : but their opponents retort—"Then it might as well have been dispensed with altogether." Again, if it be argued that the income-tax should be reserved for great national emergencies, it is answered that, in order to be available for an emergency, it must be ready beforehand. In fact almost every *pro* has its *contra*, and of generally equal weight. It is the same quantity affected, now with the positive, now with the negative sign. The only consideration which does not almost suggest its contrary equivalent is one in favour of continuing the tax, and it is this. Sir Richard Temple might urge that nine-tenths of the odium of the tax are due not to the tax, but to its assessment—to the inquisitorial proceedings, or the extortion which attend its first imposition. This most offensive part of the measure has been now gone through. Every year the process of levying the rate will be smoother and less vexatious. It would be most impolitic to incur the obloquy of assessing over again. It will be wise therefore to abolish the tax, only when we can be confident that it will never have to be re-imposed. On the whole, Sir Richard Temple's Budget Statement seems to us sensible and workmanlike, and the fact that, contrary to our hopes and expectations, it proposes to perpetuate the income-tax does not hinder our moderate satisfaction.

AFGHANISTAN.

27th March.—The Ameer received the following letter from the Governor of Turkistan :—

"Great disturbances have arisen in Turkistan. The Meer of Shiburghan is ready to rise, and the people of the villages in the vicinity of Tajkurghan and Muzzar Shurreef are so much dissatisfied that they are watching an opportunity to rebel. The Turkistan troops are deserting in numbers daily."

The Ameer ordered Sirdar Ibraheem Khan to march with troops for Turkistan at once.

28th.—A rumour is prevailing that the Russian Governor at Summeround has permitted Sirdar Ubdool Rehman Khan to march for Cabul, and has given him a recommendatory letter for the King of Bokhara, asking him to assist him in every way. The Sirdar is said to have arrived in Bokhara and to have been received by the King very kindly. The Sirdar with the Bokhara troops had marched for Cabul, and General Nusseer Khan has been ordered to cross the Hamoon to receive the men who would join him from Tukhtabool and Tajkurghan.

29th.—The Ameer ordered the Deputy Commander-in-Chief to supply the troops ordered for Turkistan with everything wanted for the march and to get anything required from the magazine. The Deputy inspected the tents, &c., and ordered the necessary repairs to be done.

The Ameer desired the Moostoufee to levy and realize a tax of one rupee per man from all citizens instead of a rupee on each house, as ordered before, for the purpose of building the new city. Almost all the Cabulees are dissatisfied with Ameer Shere Ali Khan for passing the above and other arbitrary orders. The other inhabitants say they are forced to oblige their sons to enlist, and if any one deserts, men of the whole mohulla are fined, and in addition to all this they will now have to pay a tax of a rupee per head.

30th.—The following news from Herat has been communicated :—

"Sirdar Mohamed Yakoob Khan is encamped at the tomb of Khwaja Ubdoollah Unsar on Khanikha, outside the city, and the gates are generally closed. No one can go in or out of the city without the Sirdar's permission. Letters are frequently received from and sent to Mushed."

It is reported that Sirdar Yakoob Khan is acting under the Ameer's instructions, while others have it that the Sirdar is acting on his own responsibility.

THE WHITE PARIAHS.

(*Madras Times*, April 10.)

It is a melancholy proof of the want of public spirit and organising power among the European population of this city that nothing has yet been done to protest against the Duke of Argyll's despatch shutting out Europeans in this country from the public service. It is a question that affects almost every non-official Englishman in India, either on his own behalf or his children's, and yet nothing is done. The public journals have spoken out strongly and unanimously in interests not their own, and a few letters have been published expressing the general indignation ; but the public have done nothing. Yet this is just the time for action. Recent events have created an interest in Indian affairs in England such as is rarely aroused, and any appeal to the British Parliament against the anti-English policy of the Duke of Argyll would now be likely to get a fair hearing. Nothing more than a fair hearing is necessary to bring about a thorough condemnation of the policy embodied in the Secretary of State's despatch. It cannot possibly be that the British public would submit to see their countrymen disqualified from holding office simply because they have white skins. We believe that the policy announced by the Duke of Argyll is not only most unfair to the countrymen of those who won India for England, but that it is most dangerous for the welfare of India itself. In every way it is dangerous. It is dangerous because it threatens to fill up offices of responsibility with men who do not possess the confidence of the natives of the country as Europeans do, and it is dangerous as creating a European population in India whose interests will be hostile to the Government. Whether the Government likes it or not, there is, and will be, a growing non-official European population in India, characterised by the energy that belongs to the race, and possessing all the Anglo-Saxon failings and virtues. Does the Duke of Argyll, in his priggish pride of theory, imagine that such a body of people can be politically outcast without danger ? Does he think that men will quietly stand by and see their children deprived of all chance of a career, simply because they are of English blood, without action ? Englishmen of all stations are loyal and patriotic, but they would be more or less than men if they failed to wage unceasing war against such monstrous injustice. The powers that be perhaps despise the hostility of such people. To do so would be in keeping with the folly that provokes it. But our rulers have happily never had any experience of what English disaffection could do in India ; and they would be wise indeed to hark back from their present position, and take measures to prevent it ever having any such experience. They may depend upon it that nothing save the grossest injustice will ever create such disaffection ; but it seems to us that the present policy need only be carried out to bring about a state of matters in which it will be impossible for the non-official European population to view the Government without bitter hatred. There are many Europeans here who, from want of means to go home, or want of connection there, are obliged to rear families of European children in India. For many of those children the public services offer the only available career, and it would be utter folly to expect men to remain contented while their children's bread is taken from them. We should strongly advise those most interested—the permanent European residents—to take immediate steps to petition Parliament. If they have not energy enough to do this, and to back up their petition in such a way as to secure attention for it, then we shall say that the Duke of Argyll knows better than we do upon whom he may "sit" with safety, and that they deserve the injustice that has been put upon them.

THE HOMICIDE ON THE HYDERABAD ROAD.

Mr. A. Stewart, manager of the Hyderabad Stud Farm, writes to the *Madras Times* as follows :—

So many vague reports of what befel me on my road from Gooburga are afloat, that perhaps the shortest way of setting the matter at rest is to put you in possession of the facts.

On arriving at the junction of the Damagoondum road with the main road to Secunderabad our bullocks were changed, and on the driver being ordered to go off the main road to the first village, one-and-a-half coss off, as agreed, where my own cattle were waiting, they refused, and two of the peons were most insolent, and at last one with the assistance of those standing round drove the baggage-cart to the back of the village some two hundred and fifty yards off. This was followed by my companion and his servant. At the same time my bandy was driven along the road, and they attempted to take the bullocks out by force, which I resisted. The peons then called out to others, and I was surrounded and attacked by some 30 to 40 of Sumersundrum's (the transit agent's men, not the villagers) with sticks, stones, and wood axes. I sought shelter by placing the bandy between us at the first rush, seeking something to go at them with, and returning their fire of stones, I was however soon dislodged from this and pretty hotly handled. I then retreated to where I had seen my friend go after the other bandy, hotly pursued. At last not finding him I made a dash through them for the bandy, and took my rifle from the rack—thinking to funk them, and fired two shots *over their heads*. By this time my ankle was severely crushed with a large stone and my head had got two places. They, however, only called out, "He has no more shots now," and dashed at me again. I was exhausted and dead beat, and I fired at the ringleader my last shot, and turned another over with the butt of the rifle, and defending myself as best I might, followed still by them all. My eyes at this juncture rushed amongst them, and handed me a boar spear that was in the bandy. I at once selected a tomli close by, and put my back to it to cover my rear. And then again attacked *there* I defended myself with point and loaded butt. My friend arriving on the scene with his revolver caused them to draw off. We returned to the Dak Bungalow, and sent for the Jullukdar, and, after his arrival and enquiry, proceeded home. The man after having the ball extracted through the kindness of Dr. Stewart, H.M.'s 76th Regiment, to whom I wrote, died. Arrived at home, I reported all to Sir Salar Jung, and the most pleasing reflection on the whole of the issue to me is, that though I understand several propositions were made to him as to how I was to be brought in, such for instance as "an officer and escort," "Sending out his Military Secretary with a guard" (the latter I need not say objected to doing peeler, may I say to a friend ?) His Excellency's intuitive knowledge of character and gentlemanly feeling shrank from any such course, and he replied, "*No*, Mr. Stewart will come in ; write and tell him to do so at once."

I lastened to do so, and by his desire presented myself to the Resident, who told me he had instructed Captain Bullock to take the case, so I refrained from saying anything on that subject.

The enquiry lasted three days, and was most carefully and fully gone into, and I firmly believe Captain Bullock at first thought I was to blame, and looked on the matter as most serious ; but as the evidence went on it was of such a nature, and so contradictory and unworthy of credence, that when I had adduced my own for the defence, he unhesitatingly said that he could not think of committing the case ; for their evidence, were it true, made me guilty of deliberate murder without any motive, and that he did not believe their evidence. One man swore he avoided my first two shots 14 feet off by dodging about when I aimed at him. These are the facts.

Having seen several letters lately on the turbulence of the Nizam's subjects to Europeans, let me conclude my letter by saying this is all bunkum and falsehood. They are as quiet as any of our own. I and a friend rode on horseback through the whole of the city unattended on the grand night of the Mohurrum and experienced nothing but good humour and civility, and even a desire that we should see all there was to see ; and I have no hesitation in saying I would travel through any part of his territory without fear. The only body who *are* turbulent and insolent are the Transit Agent's people, and *they* as you would find by a general vote were it taken are so beyond endurance. The big men Sumersundrum's employés think themselves safe to do as they please, and that the Transit cannot be interfered with even by the police, and they tell you so ! The sooner this crying abuse is done away with, as also the practice of paying them in advance which renders them careless and lazy, the better, or I fear many similar unfortunate occurrences are imminent, I say unfortunate for, with whatever provocation, it is not a pleasant reflection taking life.

One of your contemporaries while the case was being heard thought fit to state I had committed this act while in a *drunken* state. Of this more anon at the proper time and in the proper place.

LORD NORTHBROOK.

Lord Northbrook, the new Indian Viceroy, did a curious thing on Saturday. The Mayor of Winchester gave him a banquet, attended by the county and the representatives of India, and of course Lord Northbrook made a speech. Of course, also, he avoided any declaration of Indian policy, saying his knowledge was too imperfect ; but he read out the Queen's Proclamation of 1859, a most important document, as is also Magna Charta, but for the same reason not often read aloud. We presume Lord Northbrook was speaking to India and not England, and intended to tell the natives that he was coming on a mission of vengeance for Lord Mayo, but to carry out the Proclamation which they regard as their charter, and, which is certainly as clear a pledge not to inter fere with their religious ideas as it is well possible to frame. There is tact in that decidedly. —*Spectator*.

THE UNIVERSITY BOAT RACE.

After having watched two University eights at Putney for a fortnight besides other glimpses of either on their home waters since Christmas, it would seem hard if a critic had not come to some distinct conclusion as to their merits. The public seem to have formed their opinion long ago. Before ever either crew had appeared at Putney the odds were quoted in the betting market as gravely as prices on the Stock Exchange. We, however, disregard the market, and look at the two boats as if a bet had never been laid on or against either of them.

Last Thursday fortnight Cambridge made their appearance at Putney and it was a bad one. They did not at once test their speed over the course. Meanwhile, on the Saturday following, Oxford also appeared, and at once tried conclusions against time, and did nothing brilliant. On Monday following Oxford did the course in 20 min. 35 sec. on a good tide ; fair time, but not anything wonderful. Cambridge were 21 min 10 sec. on a bad tide later on in the afternoon. No criterion of merit, that we can see, either way. On the Tuesday Oxford did something good ; with an invalid No. 2 and on a very fast tide they did the quickest rowing but one on record from Putney to Hammersmith—7 min. 52 sec.—in itself enough to stamp them as, at least, a fair crew. Next day they did the whole course on a tide a shade weaker than that of Monday with a foul wind in Corney Reach in 20 min. 40 sec. On Thursday, Cambridge did the course on a weaker tide, but with a wind astern to Hammersmith, and never worse than abeam in Corney Reach, in 20 min. 51 sec. Both these performances were fast enough to show that there was little or nothing to choose between the crews. No. 2 in the Oxford boat was very weak, and of little use in the Wednesday's trial. On Friday, on a bad tide and with no wind to hurt much, Oxford rowed in 21 min. 10 sec. ; not good, but No. 2 was then fast at his best. During this week Armistead (the Oxford No. 2) was getting weaker and weaker. Giles, of Christ Church, did his work for him on Tuesday from Hammersmith to Putney. Cambridge also rowed the same course, minus 100 yards or so, but steered out of the tide off the Crab Tree : but for this allowance time was 20 sec. in favour of Oxford ; as it is we take this as no real test. On Wednesday, Armistead rowed once more in a row, and a more pitiable exhibition was never seen. He had hardly strength to sit on his seat after half a mile, but the crew struggled on, seven-oared, and did the whole course on a crawling ebb and against a foul wind in Corney Reach, beating a bad Kingston eight which picked them up at the Distillery, in 22 min. 50 sec., a slow performance. Cambridge rowed from the top of Chiswick Eyot to Putney in 13 min., and from Hammersmith in 8 min. 36 sec, beating with ease a better eight below Hammersmith than that which had tried Oxford. If this row be taken as the key to the result, Cambridge should win by 300 yards. However, the Wednesday's row proved that hopes of Armitstead's convalescence were futile ; and Knollys, of Magdalen, took his place for good the same afternoon. The boat at once reformed when again manned, with eight oars. Since then neither crew have done any rowing that will offer a line as to their relative merits.

As to the individual rowing of either boat, Cambridge are well together, row longer forward than last year, not enough back, and have a fair but still insufficient catch at the beginning of the stroke. External appearances and general uniformity are all in their favour. Their ship is a Clasper, and carries them admirably ; they finish the stroke uniformly together, keep their form when distressed, and are in good condition. They carry 21 lb. less weight of oarswain than Oxford, and are to all intents and purposes quits with their opponents as to rowing weights.

Oxford rows as long forward as Cambridge, longer back, lay better hold of the beginning of the stroke, and use their legs well ; they do not keep the best of time, especially on stroke side ; pull fairly steadily, and under water in some cases, and by no means finish together so well as Cambridge. The ship by Salter, in which they will row, is a fair boat, to our mind hardly so fast as the Clasper in which Cambridge row, but stronger and stiffer.

The trials to which we have alluded tested the crews as they then were. The question is, What are their relative merits now ? The sudden change of a man at the last hour has created a panic against Oxford—on paper it sounds as bad as it can be. As a matter of fact, the boat is now as well manned, with seven healthy and trained men and one healthy and half-trained man, as it was before with seven men, and the eight trained but an invalid. No one is more to be pitied than Armitstead : a winner of three Grand Challenges at Henley—one of the hardest workers for his weight (when well) that Oxford has produced—a thoroughly plucky man, as all who watched his stern races at Henley must confess. But, as a matter of fact, he has never been a shadow of his former self since the boat reached Putney, and whatever the crew have done with him at Putney, we think they are fully up to doing now with Knollys. Their rowing on Thursday was the best they have yet done ; and if they can race like that they will not present such a marked contrast in the matter of uniformity to Cambridge.

If even money, as then given and taken, was a fair criterion of the merits of the two boats about last Wednesday week, the prices should be the same now, for Oxford is, after all, no worse now than then. The turn of speed lies, we think, with them at the outset. The Cambridge crew are the better together, and carry the lighter weight, which is in their favour when distress comes on ; but it is an old story that length tells, and the length of stroke of Oxford will go as far as the uniformity of Cambridge. Two to one and five to two on Cambridge, as offered by the public, are, we think, quite unwarrantable odds, and we anticipate that the result will bear us out that no odds, should be laid either way. One crew of course must win, and all can be generals after the battle. But to those of the public who cannot look on at a race for pure honour without a wish to speculate we would say, take the odds, and on the ordinary laws of chances and probabilities you will have the best of the wager between two very evenly matched crews.

Mr. J. Chitty, umpire, will be, though, we are glad to say, approaching convalescence, too unwell to officiate as usual, and Mr. Lewis Lloyd, an old Cantab oar, and some time umpire at Henley, will take his place.

The race will begin about 1.30 P. M., or even earlier ; but the tides are still behindhand, and untrustworthy compared with spring tides.

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

1326 Augusta, Raynes—Farnham & Co.
1229 Hannah Law, Dawson—Finlay, Muir & Co.
1436 Knight Commander, Stap—Finlay, Scott & Co.
1259 Mabel, Wright—Edward Bates & Co.
1434 Westminster, Grose—Jamsetjee.

FOR HAVRE.

1238 Macedon, Jones—Stenhouse & Co.
970 Mindora, Maddrel—Finlay, Muir & Co.

FOR FALMOUTH.

949 Camperdown, Axon—The Captain.

FOR CALCUTTA.

955 Andaman, Collins—Lyon & Co.

FOR RANGOON.

664 John Peacock, Finlay—Wallace & Co.

NOT FIXED.

915 Armanella, Mack—The Captain.
1385 British Flag, Symes—Ritchie, Steuart & Co.
639 Charles Buckham, Naeoda—H. M. Sedick.
177 Helen Scott, Gribbie—Scott & Wilcocks.
494 Kingdom of Fife, Levie—and Charles Forbes & Co.
878 Lord Ashburton, Adey—Ewart, Latham & Co.
954 Pehlwan, Scott—Blay & Macintosh.
1166 Sandringham, Hamilton.
987 Shah of Persia, Livingdon—The Captain.
1379 Sydney Dacres, Moore—Edward Bates & Co.
1014 Tirrell, Morgan—The Captain.

STEAMERS.

FOR LIVERPOOL.

740 Berar, Bethell—Finlay, Scott & Co.
1307 Celia, Jeffrey—W. & A. Graham & Co.
965 Commodore, Morrison—Finlay, Muir & Co.
889 Elgin, Hutton—Finlay, Muir & Co.
2647 European, Abram—W. & A. Graham & Co.
763 John Middleton, Wilson—W. Nicol & Co.
708 John Straker, Purvis—W. Nicol & Co.
1635 Lorne, Butchers—Ritchie, Steuart & Co.
1500 Palermo, Walker—Wallace & Co.
1699 Petersburg, Blaik—W. & A. Graham & Co.
999 Stowell, Johnson—W. Nicol & Co.
1218 Thomas Wilson, Cousens—W. & A. Graham & Co.
1203 Timavo, Giuricich.

FOR LIVERPOOL VIA CARWAR.

690 Firenze, Gulide—Remington & Co.

FOR CHINA, &c.

1746 Hindostan, Roskell—P. & O. Co.

NOT FIXED.

905 Beethoven, Cumming—Volkart, Brothers.
1209 Belgian, Mathews—King & Co.
1285 Delhi, Wilkinson—P. & O. Co.
907 Kmeu, Angove—P. & O Co.
951 Livorno, Daneri—Remington & Co.
1366 Urbino, Todd—Wallace & Co.
797 Whitburn, Cassap—The Captain.

COUNTRY TRADERS.

FOR PERSIAN GULF.

363 Prince of Wales, Nacoda—C. Rowjee.

FOR PENANG AND SINGAPORE.

535 Kate Swanton, Nacoda—Shaik B. Allum.

FOR ZANZIBAR.

582 Sulleman Shaw, Nacoda—J. Sewjee.

FOR CALCUTTA VIA COAST.

436 Futel Rahaman, Nacoda.

FOR COLOMBO.

154 Keerata Roodriu, Nacoda—D. B. Ghandy.

ROYAL NAVY AND BOMBAY MARINE.

1874 Abyssinia, James—(Harbour Defence.)
Briton, Jago.
300 Clyde.
472 Dagmar—Steam Tug.
2187 Magdala, Palmer—(Harbour Defence.)
Magpie, Doughty.

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

2670	Denmark	July 8
1211	Ganges	July 15
1328	Prince Eugene, Smith	July 15
1192	Asiana	Sept. 29

FROM LONDON.

1210	Centurion,—Thomas Steuart & Co.	
1293	Dharwar, Freebody—Sir Charles Forbes & Co.	Aug. 2
	Teviotdale—Thomas Steuart & Co.	

FROM CALCUTTA.

816	Ismael	

FROM CLYDE.

867	Undaunted	Sept. 1
1357	Salsette	Sept. 14

FROM NEWCASTLE.

1089	Cavalier	June 30
873	Virginia	Aug. 28
847	Alma	Sept. 25
779	Johanna Wilhelmina	Oct. 6
1300	Hooghly	Oct. 7

FROM SHIELDS.

798	Alaska	July 20
974	Glen Monarch	July 22
	Maria	Aug. 19
1067	Mary and Emma	Aug. 24
819	Flora	Sept. 25

FROM BOSTON.

1553 Golden Fleece

Dr. De Jongh's Light-Brown Cod Liver Oil is the Unrivalled Restorative for Weak and Sickly Children.—Dr. H. C. Croft, author of "Handbook for the Nursery," states : "I have tried Dr. de Jongh's Light-Brown Cod Liver Oil, and find that it contains all the properties which render the Oil so efficacious. I find, moreover, that many patients prefer it to the pale oils, and are able to retain it more comfortably. It is almost a specific in many of the diseases peculiar to infancy and childhood, and I have seen marked benefit produced by its use." Sold only in capsuled imperial half-pints, pints, and quarts, by all Chemists, Druggists and Storekeepers. Sole Consignees, Ansar, Harford, and Co., 77, Strand, London.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS.

SUBSCRIBED and PAID-UP CAPITAL $3,200,000
RESERVE FUND ..... $ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.

INTEREST is allowed at two per cent. on daily balances.

DEPOSIT ACCOUNTS.

INTEREST at three per cent. allowed on money placed in Deposit at seven days' notice.

INTEREST at four per cent., subject to six months' notice of WITHDRAWAL.

LOANS granted on French Rente and other approved Securities.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

HENRI DUVAL, Acting Manager.

14, Rampart Row, Bombay, 31st January 1872.

AGRA BANK (LIMITED).

CAPITAL—£1,000,000.

HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.

BRANCHES.

Bombay. Kurrachee. Lahore. Hongkong. | Calcutta. Madras. Agra. Shanghai.

Edinburgh.

LONDON BANKERS:
The Bank of England.
Messrs. Glyn, Mills, Currie & Co.
The National Bank of Scotland.

CURRENT ACCOUNTS.

INTEREST is allowed at 2 per cent. per annum on the minimum monthly balance up to Rs. 100,000. Should the balances fall below Rs. 1,000 at any time during the half-year, no interest will be allowed.

FIXED DEPOSITS.

DEPOSITS received for fixed periods on the following terms, viz. :—

At 4½ per cent. per annum, subject to 12 months' notice of withdrawal.

For shorter periods deposits will be received on terms to be agreed upon.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge ; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken.

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Every other description of Banking business and Money Agency, British and Indian, transacted.

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, (Limited), or order.

Hours of business—10 to 3 ; Saturday—10 to 1.

FRED. T. ATKINS,
Bombay, 13th October 1871. Officiating Manager.

FOR SALE,
AT THE "BOMBAY GAZETTE" OFFICE.
LITHOGRAPHIC STONES.
RED PRINTING INK
AND
PRINTERS' VARNISH.

ALSO,
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

Apply to the Manager, *Bombay Gazette* Office, Fort, Bombay.

INSURANCES.

ALL FUNDS INVESTED IN GOVERNMENT SECURITIES.

INDIAN LIFE ASSURANCE COMPANY, LIMITED.

REGISTERED UNDER ACT X. OF 1866.

Capital Rs. 5,00,000 (purposely kept at this sum to leave a large surplus to Policyholders) with Power to Increase.

ASSURANCES AT THE LOWEST SAFE RATES.

A return of 10 per cent. of the Premium is *guaranteed* after the 3rd year to those assured on the "With Profit" Scale, with prospect of a quinquennial bonus.

ENTIRE DIRECTION IN INDIA.
PUNCTUAL SETTLEMENT OF CLAIMS.
HEAD OFFICE—MEERUT.
Consulting Actuary.
J. HILL WILLIAMS, Esq.,
Vice-President Institute of Actuaries.

BOMBAY BOARD OF DIRECTORS.

R. V. REID, Esq. (Messrs. Finlay, Scott, & Co.), Merchant.
H. MANISTY, Esq., Solicitor.
W. MAITLAND, Esq. (Messrs. Ewart, Latham, & Co.), Merchant.

Medical Advisers.
E. R. BUTLER, Esq., M.D.
JAMES ARNOTT, Esq., M.D., European General Hospital.
Policy-holders' Auditor.
G. R. WILSON, Esq., Public Accountant.
Bankers.
The NEW BANK OF BOMBAY, Limited.
Solicitors.
Messrs. MANISTY and FLETCHER.
Secretary.
D. McL. SLATER, Esq., Associate of the Institute of Actuaries.

THE VALUE OF THE COMPANY'S POLICIES, AS FAMILY PROVISION OR BUSINESS SECURITY, BY THE NATURE OF THE INVESTMENTS WHICH CAN BE REALIZED AT ANY TIME, IS UNIMPEACHABLE.

Forms of Proposal for Assurances may be obtained on application to any of the Company's Offices or Agencies.

D. McL. SLATER, Secretary.

Branch Office, 4 Church Lane, Bombay.

LONDON.
Bankers—The Bank of Scotland, Lothbury, E.C.

EDINBURGH.
Agent—James Haswell, Esq., W.S., 7, St. Andrew's Square.

LONDON GUARANTEE AND ACCIDENT COMPANY (Limited).

HEAD OFFICE—Travelgar Square.

Subscribed Capital—£115,000.

Trustees.
MATTHEW HUTTON CHAYTOR, Esq ; Chairman National Discount Co.
JOHN YOUNG, Esq. ..... Messrs Turquand, Young & Co.

Directors.
W. H. ASHURST, Esq. ..... H. M. Post Office.
J. P. BICKERSTETH, Esq. ..... 86, St. James' St., Piccadilly.
J. A. CHAYTOR, Esq ..... Messrs Chaytor & Webster.
H. C. CHILTON, Esq. ..... Director English and Scottish Law Life Office.
Sir THOMAS DAKIN ..... President Great Western Railway of Canada.
H. D. GOOCH, Esq ..... Maida Hill.
Major W. FLETCHER ..... United Service Club.
W. H. HOLYLAND, Esq. ..... Messrs. Price, Holyland, and Waterhouse.
JERVIS JOHN JERVIS, Esq. ..... Lincoln's Inn.
A. RAYMOND KIRBY, Esq. ..... Queen's Gate.

Indian Branches.
Calcutta ..... Messrs. ANSTRUTHER & Co. ..... Managing Agents.
Madras ..... " PARRY & Co. ..... Agents.
Bombay ..... " W. NICOL & Co. ..... "

The objects of the Company are to guarantee the Fidelity of Persons filling Situations of Trust, and to Insure Compensation for Personal Injury, or Death arising from accidents.

The Company has been doing business in Calcutta for some years back, and from the favourable result shown, it was decided to open an Agency in Bombay, under a Local Board of Directors, to which the following Gentlemen have been appointed :—

The Hon. J. A. FORBES ..... Messrs. Forbes & Co.
Capt. G. F. HENRY ..... Superintendent P. & O. Co.
THOS. E. TAYLOR, Esq. ..... Messrs. Lawrence & Co.
HAMILTON MAXWELL, Esq.... " W. Nicol & Co.

Medical Adviser.
SIDNEY SMITH, Esq., M.D.
Solicitors.
Messrs. HEARN, CLEVELAND, and PEILE, Solicitors to Government.

The Bonds of the Company are accepted by Her Majesty's Government, the Court of Chancery, and many Railway Companies, and Municipal Corporations in the United Kingdom, India, and Australia.

A Special Fund of £20,000 is deposited in the hands of Trustees for the protection of Government Policies.

RATES OF PREMIUM.

GUARANTEE BRANCH.—As the scale of Premium varies according to the nature of the situation and the duties to be performed, reference must be made to the Agents for quotation of the premium in each case.

ACCIDENT BRANCH.—The Risks are divided into Three Classes, ORDINARY, EXTRA, and SPECIAL. The first includes Members of the Legal and Medical Professions, Bankers, Merchants, Clerks, &c. The second includes Civil Engineers, and Naval and Military Officers not on active service. The third includes all persons over 60 years of age, and those engaged in business of a specially hazardous nature.

TABLE. EXAMPLES.

Compensation.		Annual Premiums.				
Sum Payable in event of death.	Weekly allowance during Total Disablement.	To secure Weekly Allowance.		To secure Weekly Allowance a sum in event of death.		Rates for 3rd class must be ascertained from the Agents.
		1st Class.	2nd Class.	1st Class.	2nd Class.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
2,500	30	21-4	31-8	27-8	41-4	
5,000	60	40	51-4	52-8